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TEN PAGES—ONE CENT

ST. JOHN STANDARD AND MONTREAL STAR STATEMENT IS PROVEN TO BE A FALSEHOOD

The St. John Standard and Montreal Star charge that Frank Smith of Scovill Bros. & Co., for political purposes deposited in the Bank of Montreal a \$5,000 American bill, and drew out \$1,300.

The Star states that "the facts are attested to by a prominent business man of St. John, who saw Frank Smith deposit the American bill and subsequently draw out the money."

The answer to the Star and the Standard is given in the following affidavits:—

AFFIDAVIT BY FRANK C. SMITH

I, Frank C. Smith of the City of Saint John in the City and County of Saint John, Merchant, do solemnly Declare:

1. That I have read the article published in the "STANDARD" a newspaper published in the City of Saint John, on this date and titled "WHAT HAPPENED TO FRANK SMITH?"
2. That said article is absolutely false and untrue in each and every particular.
3. That I am a Stockholder and Secretary-Treasurer of Scovill Bros. Ltd., a Company doing a wholesale and retail clothing business at the Corner of King and Germain Streets in the said City of Saint John.
4. That I have not now and never had an account in the said Bank of Montreal in the said City of Saint John.
5. That I did not on the 30th day of August last or on any other date deposit in said Bank or hand over to any one in said Bank a \$5,000 American Gold Bond Bill and deposit the same in my own name or any part thereof. That I did not thereupon draw out \$1,300 of said deposit and walk out of said Bank and I make this solemn declaration conscientiously believing the same to be true and by virtue of the Canada Evidence Act.

Declared before me at the City of Saint John in the City and County of Saint John the 18th day of September A. D. 1911.

BEFORE ME W. M. JARVIS,
A Commissioner for taking Affidavits to be read in the Supreme Court.

(Signed)
FRANK C. SMITH.

AFFIDAVIT BY WARD C. HAZEN

I, Ward C. Hazen of the City of Saint John Province of New Brunswick, Accountant of the Bank of Montreal in said City and at present Acting Manager of said Bank in said City do hereby solemnly DECLARE:

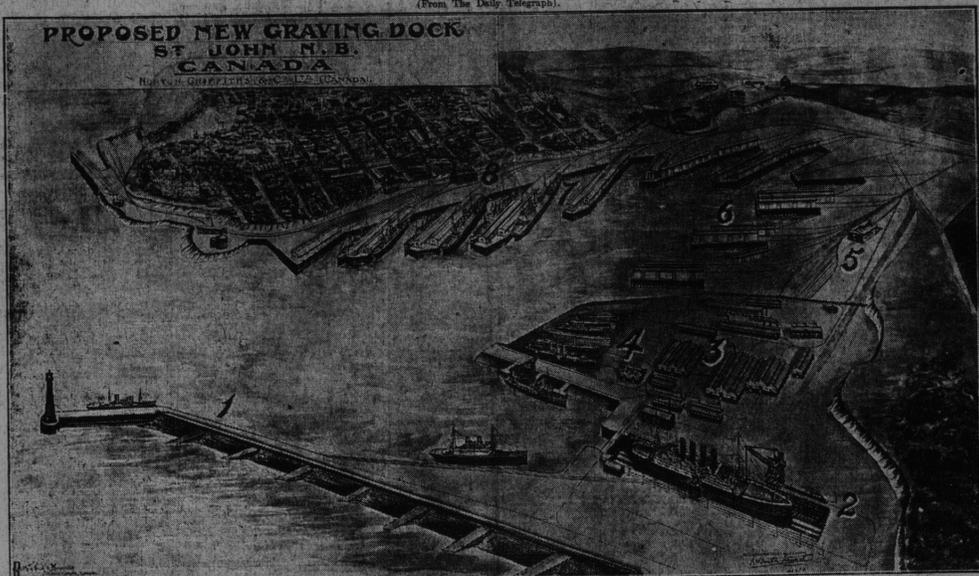
1. That I have read the article in the Newspaper called the "STANDARD" a newspaper published in the said City of Saint John and headed "WHAT HAPPENED TO FRANK SMITH?"
2. That I am acquainted with the said Frank Smith a Stockholder and Secretary-Treasurer of Scovill Bros. Ltd., a Company doing a wholesale and retail clothing business in the said City of Saint John.
3. That the said Frank Smith did not on the 30th day of August last or on any other date deposit in the said Bank of Montreal at the Corner of King and Prince William Streets in said City \$5,000 in an American Gold Bill, in his own name or any other amount, or did any body else deposit such or any sum in his name.
4. That the said Frank Smith has no account in said Bank in said City in his own name or has had any account in said Bank and I make this solemn declaration conscientiously believing the same to be true and by virtue of the Canada Evidence Act. Declared before me at the City of Saint John in the City and County of Saint John the 18th day of September A. D. 1911.

BEFORE ME W. M. JARVIS
A Commissioner for taking Affidavits to be read in the Supreme Court.

(Signed)
W. C. HAZEN.

G. T. P. CHIEF ENGINEER HERE TO MAKE READY FOR TERMINALS

G. T. P. Engineer Declares that when development work here is finished this port will be best equipped on Atlantic seaboard—Engineer Bouillon declares it will be most up-to-date port of its size in the world—Work to be rushed—Use of hydraulic dredges in Courtenay Bay will facilitate construction work in many ways.



COURTENAY BAY AS IT WILL APPEAR WHEN THE GOVERNMENT SCHEME INVOLVING AN EXPENDITURE OF MORE THAN \$10,000,000 IS CARRIED OUT.

KEY TO SKETCH—No. 1, Breakwater and Sea Wall with Entrance Lightsignal. No. 2, Graving Dock for largest vessels. No. 3, Ship Repair Plant Shops. No. 4, Shipbuilding Docks and Ways. No. 5, Freight and Traffic Yard Area. No. 6, Freight Sheds and Warehouses. No. 7, Additional Terminal Docks. No. 8, Ocean Freight and Passenger Piers.

H. A. Woods, assistant chief engineer of the Grand Trunk Pacific Railway, who was in the city all day Saturday was seen by a Telegraph reporter and gave out a very important statement in regard to the work on the transcontinental's terminal site at the head of Courtenay Bay. Mr. Woods came here to continue the engineering studies necessary for the actual construction work on the terminal facilities.

Mr. Woods has full charge of all the G. T. P.'s construction work east of Winnipeg.

"We will be ready," he said, "with all our track and approaches before the government is ready with their wharves. We began our studies today, and I assure you that no matter how rapidly the government carries on its development work there, we will be waiting for them. It will not be a case of the government waiting for us. We have purchased the land and paid for it and the work will be rushed from start to finish."

"Who in the world," Mr. Woods asked, "started these rumors which I hear today that the Grand Trunk Pacific has not actually secured the land at this port necessary for their terminal. Such statements are absolutely absurd and without the slightest foundation."

"Through the Grand Trunk Development Company, a subsidiary company of the Grand Trunk Pacific Railway, we have purchased the land and paid for it in exactly the same manner as we have purchased and paid for land at Prince Rupert and all the other large terminal points. The land at St. John is now owned by the Grand Trunk Pacific Railway and we are going to establish upon it magnificent terminal facilities."

"We pay no attention to those who say that we have purchased the land for speculative purposes because that statement is not true."

A. M. Bouillon, district engineer in New Brunswick for the G. T. P. said: "When the development work at St. John harbor is completed you will have the most modern and up-to-date port of its size in the world."

Continuing, Mr. Woods said that the G. T. P. would have tracks running down both sides of Courtenay Bay to the dry dock, the government wharves and sheds, and any industries that may be established in that vicinity. "In fact," he added, "practically speaking, our tracks owing to the connections which we will have with the government road, will circle the city proper. We are on friendly relations with the government, and I see no reason why arrangements cannot be made so that the Grand Trunk Pacific will be able to enter St. John over Intercolonial tracks. Should that not be possible we, of course, would extend our own tracks."

Will Rush Work.

"Now that the contract has practically been let to Norton Griffiths & Company Ltd., the work on our terminal facilities will be carried on without delay. As you know, the use of hydraulic dredges at Courtenay Bay will make it possible for the contractors to throw the stuff lifted out back on the proper site for the made ground and this will facilitate the construction work immensely. Instead of being forced to tow this waste material out to sea and dump it, they will be able to utilize it to great advantage."

"The contractors, therefore, should make great headway with the construction of the wharves, but no matter when they may be ready we shall be waiting for them. It will not be a case of the government pushing us—we shall be pushing the government."

"We have begun our practical studies on our site here, and these will be carried out by my assistant, Mr. Bouillon, the district engineer for the G. T. P. in New Brunswick, and we are making plans for the most up-to-date terminal facilities."

G. T. P. Owns Land Here.

"How much land have you got at Courtenay Bay?" the reporter asked.

"We have about eighty acres there—bought and paid for, and then, I believe, the fore-shore rights will give us nearly as much more."

"These fore-shore rights, you understand, are to be taken over by the government, and this, of course, will be done in the proper way."

Mr. Woods here showed his plans for the G. T. P. work at St. John and explained thereon to the reporter just how much land he expected the fore-shore rights to cover.

"This, you see," he went on, "gives us quite a scope, but we always have to be sure that we have enough land to start with. We do not want to be delayed after we begin our construction work."

"This land then is really the property of the railway?" the reporter said.

"Absolutely," Mr. Woods emphasized.

phatically replied. "Who in the world started these rumors which I hear today that the Grand Trunk Pacific has not actually secured the land at this port necessary for their terminal or, that it is to be used for speculative purposes? Such statements are absolutely absurd and without the slightest foundation."

"Through the Grand Trunk Pacific Development Company, a subsidiary company of the G. T. P., we have purchased the land and paid for it in exactly the same manner as we have purchased and paid for land at Prince Rupert and all the other large terminal points. The land at St. John is now owned by the Grand Trunk Pacific Railway and we are going to establish upon it magnificent terminal facilities. We pay no attention to those who say that we have purchased the land for speculative purposes because that statement is not true. We will be ready with all tracks and approaches whenever the government is ready with their wharves. These statements that the G. T. P. has not purchased the land and that some other company has it for speculative purposes are very foolish."

Passenger Depot.

"What about your passenger depot?" the reporter asked.

"We will have a passenger depot at our terminal site," Mr. Woods replied. "Later the question of a union depot for the G. T. P. and other railroads in some other part of the city may arise, but in any case we shall have a passenger depot at our own place. I cannot, just at the present, give further details of the cost of our buildings, their dimensions and size, but as soon as possible we shall be very glad to give out to the public all the detailed information concerning our work at St. John."

Greatest Harbor of Its Size in the World.

"As a practical man and an expert, Mr. Woods, would you care to say just what you think of St. John harbor and the development work here?"

"Yes," Mr. Woods replied, "you have a great chance here to make a magnificent port. As a practical man, I think the government is on the right track, and I firmly believe that when the work here is completed, St. John will be the best equipped port on the Atlantic seaboard."

A. M. Bouillon, the G. T. P. district engineer in New Brunswick, whose head-

"We have purchased the land and paid for it," H. A. Woods said on Saturday, "and we will establish thereon magnificent terminal facilities, to be ready before government has its wharves ready—The rumors that the land was secured for speculative purposes are false."—It has been purchased in same way as at Prince Rupert and other large terminal points.

quarters are at St. John, said: "When the development work at St. John harbor is completed you will have the most modern and up-to-date port of its size in the world." Mr. Bouillon has had a wide experience in the west, and his statement is a very important one.

An Enormous Expenditure.

In connection with the work at Courtenay Bay, the following from Dr. Pugsley's speech in this city a few days ago shows some of the expenditures which are to be made there.

"Let me tell you," said Dr. Pugsley, "that the Courtenay Bay work is going ahead and the first contract for which Norton Griffiths & Co. Ltd. are the lowest tenders and which means the construction of a 1,000 foot breakwater, dry dock, berths and dredging, will cost us \$7,775,000. The ship repairing plant will cost something like \$4,000,000 more, and the whole harbor work, as outlined, will involve an expenditure of between \$12,000,000 and \$14,000,000."

"Today," continued Dr. Pugsley, "Mr. McNicoll, the general manager of the C. P. R., came to the city to arrange for going ahead with the development of the property taken over from the city on the west side, and he told me the company was prepared to co-operate in the government's scheme for harbor extension at Sand Point. Just as soon as the transfer was completed the government called for tenders for the construction of a sea wall and wharves costing nearly \$800,000. (Applause.)"

BORDEN AND BOURASSA, OR LAURIER AND LOYALTY---WHICH?