

# The Standard

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ST. JOHN, N. B., WEDNESDAY, FEBRUARY 14, 1912.

## ST. JOHN'S NEW HARBOR.

The contract for the Courtenay Bay improvements, as they have come to be known, was signed at Ottawa yesterday and has received the assent of the Governor-General. The successful tenderers are Norton Griffiths & Co., and the amount of the contract is \$7,500,000. In addition the company is bound to construct a dry dock on which a capital sum of \$4,000,000 is to be expended. What Mr. Pugsley failed to accomplish with a Liberal Government in power Mr. Hazen has succeeded in carrying through as a member of the Conservative Administration, which supplanted Sir Wilfrid Laurier's Government in September last.

There were many people in the city, on both sides of politics, who doubted that any Canadian Government would ever spend so large an amount of money in the development of a Maritime Province port, and there were strong reasons to believe that Mr. Pugsley would have had the greatest difficulty in obtaining permission from the Laurier Government to sign this important contract had that Government remained in power. Now that the contract is signed the work will be proceeded with at once and by this time next year will have advanced beyond the preliminary stage. When the Quebec bridge is completed St. John will be the ocean terminus of three great trans-continental railways.

When Mr. Pugsley laid down the seals of office and handed over the Public Works Department to Mr. Monk, the Courtenay Bay contract was still an open question. The excuse of the old Government for not signing it was the magnitude of the work and the large expenditure involved. During the campaign which preceded the defeat of the Liberal Government, Mr. Pugsley's principal canvass for votes was based on his harbor development policy. About the time the election was announced advertisements for tenders for the Courtenay Bay works on plans and specifications prepared by the Department of Public Works of Canada were advertised for in the newspapers supporting the Government. There were several offers made in response to the advertisements and after they had been carefully gone over by officials of the department it was announced that the tender of Norton Griffiths & Co. was the lowest. This announcement was made during the campaign. Mr. Pugsley stated on more than one occasion that the lowest tender would be accepted and the work proceeded with. He had ample time before election day to have brought the matter to the attention of his colleagues and to have secured authority to place his signature to the document. He failed to do this, although he stated publicly that he had the money to go on with the work. After the defeat of the Government it turned out that Mr. Pugsley had not fully stated the case or given the public the facts as they really were. He had not the money to go ahead with the work.

In the early days of the present session he enquired of the Government, in the usual way, as to their policy respecting Courtenay Bay, basing his enquiry on a telegram sent to The Standard by Mr. Borden during the campaign, in which it was asserted that St. John would not suffer by the return of the Conservative party to power. Mr. Borden replied that he had sent the telegram in question and it will no doubt be gratifying to Mr. Pugsley now to have his question so favorably answered. A signed contract is better than a score of election promises.

In 1908 Mr. Pugsley asserted that the Courtenay Bay wharves would be ready for the traffic of the Grand Trunk Pacific when it was opened, but from 1908 to 1911 he made no effort whatever to redeem this pledge, publicly made, and often repeated, to the people of St. John. Mr. Borden made his promise in September and before the middle of February had signed the contract which Mr. Pugsley failed to execute when he was in power and had the authority to do so.

The commencement of the work at Courtenay Bay will mark a new era in the history of St. John, and is also an important event in the history of Canada. One of the leading inducements held out to the people of New Brunswick to enter Confederation was that the ports of St. John and Halifax, but particularly St. John, would handle the trade of the West. The Intercolonial was completed and connected with the existing railways of Quebec and Ontario. For a time a strenuous effort was made by the Government of the day to do the winter import and export business of the country through the port of Halifax, but the competition of Portland, Maine, prevented this and for many years the people of the Maritime Provinces were compelled to witness the bulk of the import and export trade of the country, which should have gone through their ports deflected to Portland, Maine, as the Intercolonial Railway had fallen out of the race after a few years of experiment.

It was not until 1895 that an effort was made by a Canadian port to secure the winter trade of Canada. At the earnest solicitation of the representatives of St. John in the House of Commons, of whom Mr. Hazen was one, a subsidy was obtained from the Conservative Government, then in power, for the Beaver Line of steamers to make another experiment through the port of St. John. The Canadian Pacific Railway, which was not so great a corporation then as it is today, handled the traffic with such expedition, and with such satisfaction to importers and exporters alike, that the experiment proved a great success. In the beginning the city of St. John, at its own expense, provided the necessary terminal facilities for handling the traffic, which has resulted in bringing this port to a position, next in importance to Montreal, as an importing and exporting centre.

The success attending the adoption of St. John as the winter port of Canada has given the people new life and new hopes in the future of the city. It was the fulfilment of the dream of those who favored Confederation, and although long delayed, was the first step that will eventually make St. John the commercial metropolis of Eastern Canada.

Mr. Hazen is to be congratulated on the important part he has played in this great work for St. John, first in obtaining the initial subsidy, which enabled the experiment to be made, and second, in securing such a great addition to the harbor accommodation of this port as will be provided by the Courtenay Bay improvements when they are completed. The people of St. John should also remember the good work Mr. Fowler, M. P. for Kings-Albert, has done for St. John in aiding Mr. Hazen. It was he who made the first announcement that the present Government would complete the work of Courtenay Bay. This was shortly after Mr. Pugsley had asked his historic question in the House of Commons.

Next summer will be a busy one not only in St. John but all over the Province. The preliminary work in connection with Courtenay Bay will be undertaken within

six weeks and about the same time the construction of the new West Side wharf will be commenced. These two important works will give employment to between one and two thousand men during the summer season. The location surveys for the Valley Railway are now so well advanced that construction at one or two points can be commenced as soon as the frost leaves the ground in April. The Fredericton-Minto Railway Company will also commence operations about the same time. There has never been a time in the history of this Province when so many important works will be under construction at the same time as those mentioned. New Brunswick has been advancing slowly for the past thirty years but her magnificent natural resources have at last been recognized and progress in the future will be rapid.

## TARIFF COMMISSIONS.

Among the various and futile arguments advanced by members of the Opposition during the debate on the Government's Tariff Commission Bill, was the contention that the appointment of a permanent commission was an innovation, an unheard of proceeding, and a new departure from a well established principle of the constitution. It must not be supposed, however, that the Opposition was unanimous even on this point. Mr. Guthrie, for instance, characterized it as "nothing more nor less than a cheap Yankee device." Mr. Maclean of Halifax declared that there was "no originality in the bill," but the general line of argument taken against the measure was that the idea of a permanent Tariff Commission was revolutionary.

As a matter of fact commissions, or their equivalent, are a well recognized medium for obtaining reliable information on all matters relating to the tariff among the most advanced nations of the world. The United States has a tariff board whose functions are to investigate the source of supply, to find out the actual cost of production, to obtain accurate information as to prices at home and abroad and to investigate local and general conditions with regard to foreign competition. Under the bill now before Parliament all these functions are conferred on the commissioners, who will submit reports to the Government. The responsibility for the tariff remains solely with the Administration in power.

In Germany, one of the greatest commercial nations of the world, the tariff is revised annually by a commission of experts and a Commercial Council, termed a Commissiontarz, composed of prominent men in all the trades and industries of the country, is also part of the tariff machinery and acts in an advisory capacity. In Austria-Hungary the duties are revised annually by a permanent commission. Belgium has a commission of five members who are advised by the Chamber of Commerce and the Bourse as to variations in the duties on imports and exports. France, one of the greatest protectionist countries in Europe, has a permanent commission which annually makes whatever changes may be thought desirable in the tariff. In Italy a body composed of officials and representatives of commercial interests performs the duties of a permanent tariff commission. A statistical bureau is an institution in Denmark and has the same functions.

It will thus be seen that the Government's proposal to establish a permanent Tariff Commission is no innovation, but is in line with the policy of many of the most advanced nations of the world. As a business proposition it is in striking contrast to the loose methods pursued by the Laurier Government for the past fifteen years. In 1897 and again in 1907 the Minister of Finance, the Minister of Customs, and the Minister of Trade and Commerce journeyed around the country, listened to speeches here and there, and came back to Parliament and brought down a tariff. No proper information for members of Parliament was available as the result of these peripatetic expeditions and there was no means of obtaining any information except by wading through a mass of typewritten papers two or three feet high, not even indexed, which were brought down and piled up on the table of the House.

The proposal of the Government is to appoint a Tariff Commission composed of men who will be wisely selected for that purpose and who will collect information in a systematic and effective way and put it in such a form that members of the Government can avail themselves of it. The information so obtained will also be available to members of Parliament for the purpose of discussion when any tariff changes are proposed. The method proposed takes away absolutely nothing of that power of taxation which is vested in Parliament but will supply much valuable and essential information in order that a just and reasonable tariff may be made in the interest of the people. As an advanced piece of legislation the Tariff Commission Bill will commend itself to the country.

## TREATING TUBERCULOSIS.

The Toronto Mail and Empire, in an article dealing with the success which has attended the Ontario campaign against tuberculosis, furnishes some interesting statistics regarding that campaign. "The statistics," it says, "unfortunately do not offer means of comparison as to the number of cases, incipient and advanced. But the mortality figures tell an impressive story. In 1899, when there was only one sanitarium in the Province, there were 3,405 deaths from tuberculosis, or 11.8 of the total deaths. In 1910, with 12 sanitariums, four dispensaries, many local associations, and visiting nurses, the deaths numbered 2,287, or only 6.8 per cent. of the total deaths. The tuberculosis death rate dropped from 1.4 per 1,000 of population in 1899 to .59 in 1910, or not much less than one-half. Surely a considerable part of this gratifying decrease may be attributed to the agencies working to stamp out the disease. If such limited measures can accomplish such notable results, is not this progress a mandate for another and a more sweeping forward movement?"

Through the interest the Provincial Government have taken in this great question of dealing with tuberculosis a sanitarium for the treatment of incipient cases has been provided in the Jordan Memorial Sanitarium. The Government accepted the gift of Mrs. Jordan of her fine buildings near River Glade and have provided the means for their maintenance. Provision has also been made to aid in the maintenance of county institutions where more advanced cases can be taken care of. In the Public Health Act there is also provision for the distribution of literature concerning the isolation and treatment of those suffering from tuberculosis. New Brunswick had taken a step forward in dealing with the white plague, and it will not be long before results will have been obtained similar to those experienced in Ontario, where statistics prove that the disease is on the wane and many valuable lives are being saved.

## Current Comment

(Montreal Herald.)  
McGill students want to abolish theatre night. Well, either that or give the police a night off. At present the wear and tear on the force is too great.

(London Free Press.)  
Toronto women have organized a curling club. It is not a hairdressing organization, as might on first thought be supposed.

(Toronto News.)  
Perhaps Dr. Cook might be induced to remain in Toronto and write editorials for the Globe. But, no. He is too truthful.

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## A BRITISH PAPER PRAISES MR. HUBBARD

Article Dealing with Career of Secretary for Agriculture Appears in Current Issue of Canada.

The following article with a cut of W. W. Hubbard, New Brunswick's Secretary of Agriculture, appears in the current issue of the British publication Canada. W. W. Hubbard, Secretary of Agriculture, of New Brunswick, graduated from the Agriculture College at Guelph, Ontario, as a live stock specialist in 1884. In 1888 he was elected Secretary of the Farmers' and Dairyman's Association of New Brunswick, which office he held almost continuously till 1905, and in 1891 was engaged by the government of Canada as a dairy specialist under the direction of Dr. J. W. Robertson, then Dairy Commissioner for Canada. He assisted in organizing the Dairy School at Sussex, and was for several years its secretary and lecturer there.

In 1895 he started and conducted a creamery at Windsor, Nova Scotia, and in the autumn of that year returned to Sussex, N. B., to start a farm paper, which has since grown to be the leading agricultural paper east of Toronto. He remained at Sussex as editor of this paper till 1901, at the same time conducting a farm there.

In that year he severed his connection with the Sussex paper and took charge of the weekly edition of the Halifax Herald, transforming it into a farm and orchard paper, but returned to New Brunswick in 1902 to manage the International Exhibition at St. John, and to again take up an old connection with his father's farm on the St. John River.

In 1896 he assisted in organizing the Maritime Stock-Breeders' Association, and for six years was its secretary-treasurer and manager of the winter fairs which it conducted at Amherst, N. S. In the autumn of 1902 he was invited by the Canadian Pacific Railway to act as its agricultural agent. In 1904 he was allowed by the railway to again take the management of the International Exhibition at St. John, and the following winter to act as a travelling assistant to the Live Stock Commission in Canada. Though offered positions and opportunities in Western Canada, Mr. Hubbard preferred in 1905, to remain in New Brunswick, and organized at the request of the Hon. J. D. Hazen and his political associates, the party opposing the then provincial government at the general elections of 1908, and Mr. Hazen's accession to power in the province with 32 supporters in a legislature of 46 members.

A Royal Commission was appointed by the House of Commons to make a thorough enquiry into the agricultural conditions and possibilities of the province, and Mr. Hubbard was chosen one of its members and is secretary. He acted as official reporter for the first two sessions of the present legislature. Shortly after the report of the Agricultural Commission was presented to the government in 1909, Mr. Hubbard was appointed secretary for agriculture for the province, holding the rank of Deputy Head of the Department.

## OBITUARY.

Mrs. A. A. Kemp.  
Mrs. Edith Kemp, wife of A. A. Kemp, died at Lynn, Mass., on the 7th inst., after an illness of five months. She was 38 years old. Besides her husband she leaves one son, a father and mother, Mr. and Mrs. William Sullivan, of Draent Center, Mass., and three sisters and three brothers. The brothers are James Sullivan, of No. 8 District, C. C. St. John, N. B.; Geo. O. Sullivan, of Beverly, Mass.; and Guy Sullivan, of Draent Center, Mass.; Mrs. C. Dickie, of Bedford, Mass.; and Miss Lela Sullivan, of Draent Center. The funeral took place on the 9th inst., the interment being in the Edson cemetery, Lowell, Mass. Rev. Mr. Gould conducted the burial service, and S. Foster and the three brothers acted as pall bearers.

Mrs. John O'Neill.  
News of the death of Mrs. John O'Neill, Elliott Row, will be heard with great regret by her large circle of relatives and friends. Mrs. O'Neill had been ill for some time, but serious results had not been expected until lately. Death took place yesterday afternoon. Mrs. O'Neill was a daughter of the late Mr. Lawrence McGill, an old and esteemed citizen, and she is survived by a large family. In addition to her husband, there are three daughters and six sons—Florence, Kathleen, Gertrude, Harry J., Frank, Arthur P., J. Herbert, L. Gerald, and Ernest. Three brothers—Rev. H. J. McGill Orono, Me.; J. McGill, of the Transcontinental Railroad, Ottawa, and Judge Lawrence McGill, Rochester, N. H., and two sisters—Mrs. Thos. Lundrigan, Bath, Me., and Mrs. Thos. M. Burns, St. John, also survive. Mrs. O'Neill's death will be sincerely regretted by all who knew her, and much sympathy will be felt for her family.

The Grand Trunk Pacific Railway recently placed a contract for the construction of 25 locomotives with the Canadian Locomotive Company, Kingston, Ont.

These locomotives are of simple consolidation type with Schenck superheaters, cylinders 25 in diameter by 30 in stroke, with 63 in driving wheels. Boiler pressure 180 pounds. The tenders of these engines will be water bottom type carrying 8000 gallons of water and about 15 tons of coal. The tractive power of the engine is 35,451 pounds. Delivery is expected about May, 1912.

Punter and Wilson, Eatery and other splendid talent at Every Day Club dine concert and prize drawing to-night.

Doing Well With the Lily.

The work of raising the sunken tug Lily progressed in a satisfactory manner yesterday when those in charge succeeded in moving her up the incline about four feet. Today the incline power of the tug will be put to the test, and Contractor Roberts stated last evening that he expected to float the Lily in about a week's time.

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