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ST. JOHN, N. B., MONDAY, JUNE 24, 1912.

THE TIMES' ATTACK ON MR. HAZEN.

"There is no politics in this," remarks the Times hypocritically, at the close of a lengthy and grossly untruthful review of a volume entitled Canada, Her Natural Resources, Navigation, Principal Steamer Lines and Transcontinental Railways, which was published in May last from the Government Printing Bureau at Ottawa under instructions from Hon. J. D. Hazen, Minister of Marine and Fisheries. There are two classes of liars in this world—the liar who states openly that which is untrue, and the liar who indulges in the equally vicious habit of suppressing the truth and then drawing false conclusions In the recent campaign the Times demonstrated its proficiency in the first mentioned class by disseminating statements which the great majority of the electors who had followed the trend of political events knew to be false and treated accordingly. The "review" under notice convicts the Times of being equally proficient as the insidious liar attempting to conceal the real purpose by resorting to hypocrisy and cant. This is plain speaking and is not a whit more than the Pugsley organ deserves.

The impression the Times seeks to convey in its criticism of this book is that Mr. Hazen, under whose authority it was prepared and issued, has permitted New Brunswick, and particularly facilities at the port of St. John, to be misrepresented and ignored. It says: The rest of Canada, outside of New Brunswick, fares well at the hands of the compiler of this book." And again: "It is the old story. A Tory Government is in power at Ottawa, and St. John must fight for its own hand. Under the former Government it had a friend at court." It will be at once observed how much truth there is in the high-minded and ingenuous statement which follows: "There is not politics in this."

Before dealing with the criticism of the Times it is necessary to give a brief explanation as to the scope and value of this volume. The book was compiled by Mr. W. W. Stombles, an officer of the department, and his staff, under instructions from the Minister of Marine and Fisheries, given in March last. It was intended as "a sketch "of Canada for the use of the Representatives, Delegates "and Members of the XIIth Congress of the Permanent "International Association of Navigation Congresses held "in May at Philadelphia, also to give a succinct account "of the nature, purposes and methods of the Association "to the general public." The book is also for distribution in Canada and other countries. It numbers 287 pages and is replete with maps and illustrations showing the natural resources, channels of navigation, railway transportation facilities and many other features of interest in every Province in the Dominion. When issued from the Government Printing Bureau about a month ago this comprehensive volume was received with universal approval by all the leading newspapers in Canada. As a work of art and at the same time a valuable book of reference concerning the subjects to which it relates, it has never been surpassed by any departmental publication. It does not indulge in speculations or resort to lengthy prophesies of the great and glorious future in store for any particular locality. It deals with facts, hence its value.

Coming now to the trumped up charge that this Province is neglected, we find on pages 84, 85 and 86 an extended description of the rivers of New Brunswick. The St. John, its tributaries and lakes are referred to in detail. "The St. John river," says this work which the Times would condemn, "is famed for its beauty and on "this account offers exceptional attractions to tourists "who find steamers plying between St. John and Fredericton with excellent accommodation." The Miramichi and the extensive lumbering operations on the North Shore are given a prominent place. Chatham and Newcastle are mentioned as important lumber ports and other instructive detail is supplied.

Under the head of Maritime Navigation the importance of the fisheries of New Brunswick is mentioned. Tides and currents, including a description of the Moncton "bore" are explained in technical detail. Aids to navigation around the coast are enumerated and the automatic buoys in the adjacent waters described. The Intercolonial Railway with the localities it serves in New Brunswick receives extended notice. Fredericton, Moncton, Sussex and other centres are featured. The route of the Grand Trunk Pacific from Moncton westward is fully set out, and the same attention is paid to the Canadian Pacific Short Line from St. John to Montreal.

In this section steamship lines plying between St. John and Boston and St. John and the West Indies are given considerable space. Large pictures of the Governor Cobb and other vessels, including a Pickford and Black steamer, are on these pages. All the steamship lines of the Maritime Provinces are mentioned. These and other features of interest in New Brunswick occupy many pages, but enough have been enumerated to show the worthless and contemptible nature of the charge made by the Times that Mr. Hazen, who authorized this book to be prepared, had neglected New Brunswick.

In directing its attack against Mr. Hazen the Times devotes special attention to three small paragraphs, picked out from different pages of this book, and gives them prominence as instances in which St. John is "betrayed." The first quotation deals with a statement that "the Bay "of Fundy is deep and anchorage at high water is diffi-"cult. Fogs are frequent and prolonged; on this account "navigation is difficult, particularly to strange marin-"ers." The Times professes to be horrified that Mr. Hazen should allow such a statement to appear. Everyone knows that there are fogs in the Bay of Fundy, and as this work is an expert report of conditions as at times they exist, the fact is so set forth.

The Times omits the sentences which follow for reasons which will be apparent. It is stated: "The Bay is "never frozen over owing to the great rise and fall of the "tide. Winter navigation is, therefore kept up, and St. "John on the northern side of the Bay is the main win-"ter port for ocean liners which carry passengers and "freight to and from Canada and European ports." Having omitted this paragraph, which clearly states that the route to St. John is free from ice, the Times derives much satisfaction from the following which is published elsewhere in the book under the heading: "Ice Conditions in Canadian-Eastern Waters":

"The deep water harbors on the Atlantic coast and "Bay of Fundy are open all the year round, but floating "ice from the northern waters and from the northern "part of the Gulf of St. Lawrence sometimes obstructs "and entirely blocks navigation until a change of wind "takes place."

Now, if there is one thing more plainly stated than another in several places in this volume it is that St. John harbor is "free from ice all the year round." This paragraph clearly, has special reference to the harbors on the Atlantic coast from Yarmouth to Cape Breton and at the head of the Bay. St. John is not even mentioned for the obvious reason that it is "free from ice all the year round."

The third quotation by the Times sums up in a few lines the number of localities in which dredging has been done during the last 39 years:

"In the waters within the coast line and harbors, bars "and coves in Nova Scotia, dredging has been done dur-"ing a period of 39 years, in 112 localities. In New "Brunswick the same kind of work has been done in the "same period, in 111 localities."

No explanation is offered for this quotation and it is difficult to see what sin Mr. Hazen committed by having this statement included. Possibly the Times takes this reference to localities as a personal reminder of the Gaspereaux dredging scandal, with which it was intimately connected.

The Times professes to have discovered a great omission. There is no reference to a dry dock at St. John. It admits that there is a statement that $7,000,000 will be spent on harbor improvement but the omission of all reference to a dry dock it regards as an outrage. Those who are familiar with the negotiations at Ottawa will understand that at the time the order for this book was given various matters, particularly in relation to the proposed dry dock at St. John, were under consideration. The contact was not signed. The dock will be built, but any definite statement at the time would have been premature. The writer in this volume states: "Prepara-"tions have already been commenced for a plan of har-"bor extension on a scale involving the expenditure of "$7,000,000." If a second edition of this work is published it would, of course, be brought up to date.

The worst feature of this attack on Mr. Hazen lies in the fact that the Times deliberately omits any extended reference to lengthy and exceptionally able articles in this volume dealing with the port of St. John. It refers cynically to a few of the subjects touched upon but the detailed statements giving the number of wharves, depth of water, the different lines of ocean steamers using this port and many other features dealing with the commercial activity of this city are passed over in silence. There are several pages in this book exclusive of illustrations, devoted to St. John, the city Mr. Hazen has betrayed!

And the Times thinks the Board of Trade should arise in wrathful protest and that "Hon. Mr. Hazen should be called to account." If the Board of Trade passed a resolution censuring the Times for publishing misleading and untruthful statements regarding a volume which gives St. John and New Brunswick one of the best advertisements that has ever been published, it would be more to the point. In any event in the eyes of the people of this city this contemptible attack on Mr. Hazen will meet with the condemnation it deserves.

HON. GEORGE PERLEY.

Some of the less respectable among the Liberal organs are commenting adversely over the fact that Hon. George Perley, who will act as Premier during Mr. Borden's absence, was born in the United States. They also sneer at him because he voted against Reciprocity. Such rubbish is heartily condemned by the Free Press, the Ottawa Liberal newspaper, which says:

"That is not playing the game fairly. It is true that "Mr. Perley was born in New Hampshire, but he came to "Canada with his parents when a child, spent all his life "in Ottawa, except when he went to school and university "in the United States, but he was educated at the Ottawa "Grammar School in the first place, and his interests "have always been in Canada and Ottawa.

"The possession of a degree from Harvard University "does not make him an American any more than it does "dozens of other public men. Mr. Perley probably stood "to gain more personally in a financial way by the adop-"tion of the Reciprocity Agreement than any public man "in Canada, but he put his financial interests aside for "what he believed to be the interests of the country, and "whether Liberals agree with him or not in the view he "took on that Agreement, they must at least respect his "honor and pay tribute to his deep-seated loyalty to "Canada and the Empire."

ENGLISH OPINIONS OF ROOSEVELT.

It would seem that the London Daily News is intimately acquainted with the shortcomings of Colonel Roosevelt. In commenting upon the convention at Chicago, the News says: "Roosevelt converts every political struggle into a personal affair. His own ego chases away such paltry matters as principles. It is always a bad thing for a nation to be asked to vote on personality instead of principles, for personality is an appeal to passion and principle an appeal to reason. To English eyes, at least, Roosevelt's personality is not inspiring—enormous energy without concentration, unlimited rhetoric without conviction, fierce enthusiasms which never breed action, insatiable appetite for commonplaces and no real thinking."

In seeing Roosevelt as others see him, the people of the United States have been decidedly indifferent to the failings of the former President. That indifference has been responsible for a movement which, notwithstanding the nomination of Mr. Taft, will seriously imperil the strength of the Republican party.

On another page of The Standard will be found much interesting and instructive comment by leading Canadian journals in all parts of the Dominion on the recent elections. The most significant feature of these articles is the unanimity of opinion that New Brunswick is finally delivered from the baneful influence of Pugsleyism. The result is regarded as a death-blow to Mr. Pugsley's political career in this Province. The fact that the people were justified in returning the Flemming Government to power on their record of honest and progressive administration of provincial affairs is universally recognized.

Current Comment

(Ottawa Citizen.)

Taken by and large, the advantage would seem to be with Great Britain and her unwritten constitution as against her overseas progeny who thought it the part of wisdom to reduce their federal contracts to writing. The United States as a nation are today conducting the practical business of government in many essentials in direct contravention of the principles sanctified in their constitution; and in Canada we are enduring the repressive effects of constitutional enactments which, framed in wisdom of even a later day, are sadly out of joint with the times.

(Toronto Mail and Empire.)

A speaker in the Toronto Methodist Conference told of a minister receiving a salary of $290 a year who was raising a family of five children. Such a condition, if true, ought to be a strong argument for less missionary work abroad and more Christianizing at home.

(Montreal Herald.)

The first "Back to Canada" train will start on Monday with a contingent of New Englanders. Though their repentance be late, they will receive a hearty welcome and find a country where their brains and energy can achieve all they deserve.

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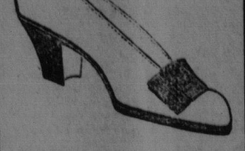

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FREDERICTON BALL PLAYERS' NARROW ESCAPE

Fredericton, June 23.—The Fredericton club almost lost four of its ball players on Saturday morning, when a canoe containing Larry Conley, Johnny Murray, Stanley Bates and Jimmy Fay was upset about the middle of the St. John River at the west end of the city.

The players had a narrow escape, Bates being unable to swim, while the others were handicapped in their efforts to swim by their clothes. However, their voices were unimpaired and they yelled loud and long for help. St. John River Log Driving Company's tugboat Randolph went to their assistance and when rescued the players were pretty well exhausted.

All four, however, were all right to attend practice in the afternoon at Scully's Grove, when the local fans who gathered had their first chance to see Rube Cram, the Brown University pitcher work out with Bob Ganley's pets. He arrived on Saturday at noon and is slated as first string pitcher for Brown University next year, both Conzelman and Warner, this year's veterans at Brown, having been sold to Pittsburgh.

Cram is slated to pitch tomorrow against the Marathons, but the weather tonight is threatening.

OLYMPIC ENTRIES GREATER

Stockholm, June 23.—The number of entries for the Olympic games is greater than on any previous occasion. Seventeen heats and two qualifying rounds will be necessary to reduce the field of 95 entered for the 100 metre dash to the six men entitled to compete in the final.

One hundred men are entered for the 200 metre dash; 28 will contest in the 400 metre event and 72 in the 800 metres.

For the 1500 metres, 88 men are entered, and for the 500 metres 80. The 10,000 metres run has attracted 82.

The classic Marathon will bring together 72 contenders. Nine nations will be represented in the 3000 metre-team race, while teams representing the United States, Russia, Italy, Hungary, England, Canada, Germany, Austria, France and Sweden will match speed and staying powers in the 1600 metres relay. The relay dash of 400 metres will have teams competing from the United States, Hungary, Austria, Germany, Bohemia, England Russia, Norway, Canada, France, Italy and Sweden. The entries for the field events are not quite so large.

Sixty-five men will compete in the running high jump, and the standing high jump; 89 in the running broad jump; 67 in the standing broad jump; 57 in the hop, step and jump, and 47 in the pole vault. Throwing the javelin with the best hand will bring together 65, while 32 have entered for the same event using both hands. Seventy-one will throw the discus with the best hand, and 56 with both hands. The shot put with the best hand, has attracted 62 competitors and the same event with two hands, 27. Only 28 men will try the hammer throw, seven of these being members of the American team and 12 representing Sweden. This imposing list of entries has surpassed all expectations and the arrangement of seats is taxing the committee to the utmost. It is the intention, however, to extend the time allotted for the programme, so that conflicts may be avoided.

FUNERALS

The funeral of Theodore Kelly, who died in Chicago on the 16th inst., took place yesterday from his father's residence at Quispamsis. The funeral service was conducted by Rev. J. D. Wetmore, of Tabernacle Baptist church and interment was made at the Baptist cemetery, Gondola Point.

The funeral of John Bradley will be held this morning from his late residence, 54 Bridge street, to St. Peter's church, where Requiem High Mass will be said at 9 o'clock.

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BILLY QUEAL WON BIG RACE AT TORONTO

Toronto, June 22.—Queal, the Yankee champion, won the five mile professional championship race at the Island stadium Saturday night, with Ted Wood second and Tom Longboat third. They were the only starters, Shrubbs ankle, injured two weeks ago, having failed to heal, while Al Raines broke down in training last week, and Swanberg, the Swede, withdrew.

Wood led for the first mile, which was run in 4.42. Queal set the pace for the second mile; time 9.33 and kept up the terrific grind until the third mile; time 14.40. Wood and Longboat were right at his heels, and Wood took the lead for the fourth, but his fierce sprints failed to shake off the others. The four miles were run in 19.22. The last mile was slower, as the racers were watching each other. In the last lap Longboat found the pace too hot and stopped in the back stretch. Queal caught Wood at the head of the stretch, but twenty yards from the tape he was seized with a cramp and faltered, but staved off Wood and won in 24.39 2-5, the fastest ever run in America. Queal was carried off exhausted, Wood could barely stagger, while Longboat was overcome by nausea. The 10 mile team race was won easily by the Indian team, Red Hawk and Allan Hawk. The Irish-Canadian team, Meadows and O'Brien, narrowly beat out the Toronto team, Sellen and Roe for second.

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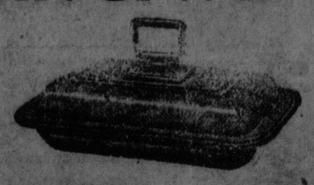

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