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Moirs Limited
HALIFAX, CANADA.

OPPOSITION LEADER APPEALS TO FARMERS

(Continued from page one.)
two and two together when I see that Mr. Drummond was one of the exhibits at the Flemming love feast.

IS SERIOUS

"This is a serious state of affairs" continued Mr. Copp, "and I have come to realize that apart from politics altogether that as a citizen of the province wishing to preserve for New Brunswick the glorious heritage of the future I must do what I can to turn the people from this government which is bound hand and foot by the wealthy corporations of the land, and should be doomed to its political death. I am not standing up for the old government. Every vestige of it is gone, but I will dive home to the people of the province at every opportunity the unfulfilled pledges and extravagant course of the Flemming administration.

Speaking of his own policy Mr. Copp said that the question of aid to agriculture and the making of roads had only been played with by this government and others. The public debt of the province had been largely contracted by the subsidizing and guaranteeing of bonds of railways and in so far as these railways were an indirect benefit to the farmers and other people he did not condemn this course. The late government began the guaranteeing of bonds with pledging the credit of the government to the extent of \$6000 a mile for the Intercolonial Railway which the opposition had condemned as something frightfully extravagant.

Dr. Pugsley had introduced a bill for guaranteeing the bonds of the Valley railway to the extent of \$15,000 a mile, but the present government had shown what could be done in the guaranteeing of bonds by pledging the credit of the province for the Valley railway of more than 200 miles for \$25,000 a mile.

GIFTS TO C.P.R.

"As a railway which will materially benefit the province I would have no criticism to make of the government assuming this liability if they were open and above board, but I make the prediction and will repeat it before the country, that the government's scheme is simply intended to aid the C.P.R. and not in the interests of the province. I say this because I can see the hand of the C.P.R. in every railway deal which this corporation-ridden government has put through. They have guaranteed the bonds at \$15,000 a mile for Sir Thomas Tait's road from Fredericton to Minto and did Sir Thomas Tait ever pretend to be anything else but a party of the C.P.R.

"There is worse to come. In order to induce Sir Thomas Tait to build this road for the C.P.R., the government makes that corporation a present of the Central Railway which cost the province more than \$1,000,000 and under honest management should show a surplus. The agreement under which the road is taken over requires the C.P.R. to pay a percentage, not of the gross earnings, mark you, but of the net earnings, and who will say that the financial jugglers of the C.P.R. cannot show that there will never be any 'net earnings'?"

"One moment to point out the inconsistency of this government. When Mr. Flemming and his friends were in opposition the late government received an offer from another company to lease the Central railway for a period of 99 years paying \$21,000 a year. It was discussed in the House and Mr. Hill of Charlotte moved that the offer be accepted, it was not a government measure but every man of the opposition voted against it and succeeded in defeating the acceptance of the offer. In other words Mr. Flemming voted against leasing the road for \$21,000 and now gives it away *holus bolus* to the C.P.R.

THE SOUTHAMPTON RAILWAY.

"Still the government was not satisfied. They have guaranteed the bonds of the Southampton Railway, thirteen miles in length, to the extent of \$10,000 a mile, and this line runs from a point on the C.P.R. to J. K. Pinder's saw mill. The people of the province are liable for \$130,000 because Mr. Pinder wants to haul his lumber and the C.P.R. wants the freight rates on this same lumber. Members of the government had not the slightest knowledge of this road when the bonds were guaranteed. When I asked if the rails had been purchased they did not know. As a matter of fact they were bought second hand from the C.P.R., but the government did not know anything beyond that an election was near and Mr. Pinder threatened trouble."

WOULD AID FARMERS.

Speaking of the question of aid to agriculture, Mr. Copp said it must be grappled with boldly and a progressive policy laid down. "If the province can afford to guarantee bonds for railways and take for security one mile of that railway, I ask in all fairness, might not the public credit be used to advance money to our own farmers at easy rates and take as security their farms?"

"The act passed by the government providing \$100,000 for providing ready made farms was intended primarily to attract immigrants, but our own

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farmers are paying seven per cent. to the banks and many of them would be in competition with the new-comers who are getting their money from the government and paying five per cent. I believe in a progressive immigration policy for the purpose of bringing in new settlers, but I am prepared to go a step further and pledge the public credit in order that our own people who wish to engage in farming or enlarge their present holdings or otherwise improve their position, may secure money at five per cent. and on easy terms of repayment.

"As an aid to the farmers of the country and as a material factor in making country life more agreeable, and thus keeping more of our boys at home, I propose, if entrusted with the government of the province, to insist upon cheaper telephone communication throughout the rural districts. There is no greater monopoly in any country than the New Brunswick Telephone Company exercises in New Brunswick and I hold that responsibility rests with the government to see that the rural districts are given cheaper and more extended service. I have in my mind a policy which may secure the desired result, but if it fails and I have anything to do with the finances of the province this feature will have the first call upon any new expenditure.

"I might say further with reference to aid to agriculture that the money which is now voted for that purpose is mainly directed to the payment of salaries and to the engaging of outsiders to come here and tell our farmers how to conduct their farms and the farmers' wives how to make soup. It will be my policy to see that as much money as possible reaches the farmers direct.

A SORE SUBJECT

In speaking of roads, Mr. Copp referred to political favorites getting the biggest share of the road grants a very sore subject in King's County. "I notice you have here in Kings," he said, "one J. P. Macauley, who must be a very big man indeed as he handles all lines of supplies. It is not necessary for a structural superintendent to come from St. John to look after a little bridge in your county, but this work should be done directly by the people. I knew of a case in Westmorland where a structural superintendent named Forbes goes out from Moncton and in several cases his expenses have amounted to twice as much as the cost of the repairs made."

"I do not say that these men steal the money," added Mr. Copp, "but I quarrel with the system. I pledge myself if I am returned to power to repeal or to amend the act in which a way that in the expenditure of public money it will be done by the people in the most direct way possible. This can be done in two ways, one of which is by the municipalities but I am not quite sure of this method because politics sometimes creeps into the county council and I want the road money free and unfettered from politics. We are too small a province here to play at politics."

In closing Mr. Copp affirmed his belief that the ordinary expenditure could be kept within the revenue, and pledged himself to prove it in four years of office if entrusted with the task of forming a government, one of the most effective factors in accomplishing the result being adhering closely to the principal of awarding public works by tender and contract which he proposed to follow. He congratulated the convention on the choice of candidates and was particularly pleased to have Mr. Wetmore as a practical and scientific farmer, on the ticket.

Mr. Copp made a most telling speech and received a very hearty endorsement at the close of his address

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1863—Gen. Pemberton retired with-
in the fortifications of Vicksburg.
1877—Gen. Grant started from Phil-
adelphia on his journey around the
world.
1902—Coronation of King Alfonso
XIII, at Madrid.

THIS DATE IN HISTORY

MAY 18

1675—The explorer Marquette died
near the present site of Ludington,
Mich. Born in France in 1637.
1765—One-fourth of the City of
Montreal destroyed by fire.
1804—Napoleon Bonaparte proclaimed
emperor of the French.
1843—Sir Charles Bagot, governor-
general of Canada, died at Kingston,
Ont. Born in England, Sept. 23,
1881.
1855—John W. Gates, noted finan-
cier and speculator, born in DuPage
County, Ill. Died in Paris, Aug. 8,
1911.
1862—Gen. William H. Keim, who
commanded a brigade in McClellan's
army, died in Harrisburg, Pa. Born
in Reading Pa., June 25, 1813.
1898—Battleship Alabama launched
at Chester, Pa.

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