

J. K. PINDER AS A GRAFTER

Record of a Man who Pretends to be looking
for "Honest Government"

Bear Island Bar Perquisites and Unaccounted Road Monies

When a man is continually charging others with dishonesty, it may be regarded, as reasonably sure that he is worth watching and this seems to suit the case of our esteemed friend, James Mossouth Pinder who is loudly proclaiming that the government had been making useless and crooked expenditures.

The man who assumes the role of purifier of the public service, should approach the work with clean hands, otherwise the public can place no confidence in his professions and in his charges.

What is Pinder's condition in this respect? Whether we turn to his record as a benefactor under the late local government, or to his transactions with the late federal administration, there are no strong evidences that he discharged his public duties, in a manner that would distinguish him in high minded honorable citizen. Indeed there is very strong flavor of boodlesm permeating the atmosphere surrounding the truthful Pinder's connection with the expenditure on the public works of the country.

BEAR ISLAND BAR.

Take for instance his work on the celebrated Bear Island Bar, where year after year the Dominion Government spent some thousands of dollars in the attempt to make the river at that point navigable for the Woodstock boat. Unfortunately the expenditure of the money fell into the hands and pockets of the Pinders, and the country received no adequate return for the service.

Mr. Pinder appears first to have taken charge of the grant for blasting at Bear Island Bar in 1891, when he made returns for the expenditure of \$1,280.41 of which he bagged \$132.50 as foreman of the work, drawing \$2.50 per day for occasionally visiting the place. No details of this \$1,280.41 are given in the public accounts, which must have vexed the honest Pinder who is now so earnest in his desire for the smallest details. Nobody knows how much of the whole amount besides \$132.50 went into Pinder's pockets, but it is readily guessed that he allowed hope to pass that could be pulled in.

In the auditor's report for 1892, we find that the expenditure under Mr. Pinder's distinguished auspices in the same locality was \$844.41 and both the Pinders, father and son, were on the pay roll for handsome amounts.

James K. was again foreman at \$2.50 per day while his son George, drew \$1.50 per day as a laborer, the two together bagging \$189, while the relatives and retainers of Mr. Pinder, captured the rest. The details for the expenditures for that year are before us, and they are interesting as showing the capacity of the Pinders and their immediate followers for scooping everything within their reach.

There is one interesting point that may be noted. While the other laborers were paid only 01. her day, Pinder's son received \$1.50 and Pinder himself \$2.50 and that while the other men employed on the work were able to get in 15 to 2 days each, the Pinders charged and were paid for 46 to 48 days each.

But our distinguished Nackawic friend, was able to make another big scoop the next year. In the Auditor General's report of 1892-93 we find that the expenditure at the Bear Island Bar under his alleged direction amounted to \$1,223.88 of which the Pinders appropriated to themselves the sum of \$250 more than one-fifth of the whole expenditure. This year James Mossouth Pinder descended from the dignified and lucrative position of foreman of the work, and putting on the blue jeans of the laborers wielded a sledge hammer in the great and laudable work of removing the stubborn rocks of the Bear Island Bar.

What a picture of industry the famous Nackawic must have presented, with his sleeves rolled up, his massive corpulence belted in, and perspiration rolling down his honest face, while he hammered at the rocks. This picture of honest toil, of energetic industry, seems not to have touched the heart of the younger Pinder, who while his father sweat and tired over the work on hand, luxuriously toured round the locality on his bicycle drawing \$2.50 per day for 57 days as foreman of the works.

There is nowherd in the revelations of fiction or fact, a more touching incident than this big hearted Pinder, Sr., generously resigning his lucrative position as foreman of the Bear Island Bar operating and assuming the pickaxe and shovel of the common laborer that his dutiful son might vault into the office thus vacated.

BIG RESULTS.

The net amount expended in the three years for the deepening of the channel at Bear Island by the Dominion Government under the Pinder regime, reached the handsome total of \$3,348.74 and the Pinders bagged directly \$591.50 of it, or more than one-fifth of the whole amount, and

this sum, of course, does not include what went to the Pinders' relatives and retainers.

Our information is that the money thus expended was practically wasted so far as improving the navigation was concerned. The Pinders of course profited by the expenditure, and it kept them in line for election campaign work, but it furnished to the country an example of wasteful extravagance without parallel in the history of public works in this country.

And yet Mr. Pinder is the gentleman who is so ready to charge other people with dishonest acts, who scarcely ever opened his mouth in the public except to make some insinuation against the honesty of honorable public men.

THE DETAILS.

In order that the electors may more readily understand the Bear Island Bar steal, we tabulate the amounts the Pinders received as follows:

From the Auditor General's report for 1891, page C 25:

Jas. K. Pinder, foreman, 53 days at \$2.50	\$132.50
Laborers	557.25
Teams	248.50
W. B. Ferris, boarding men	50.41
Total	\$1,280.41

In the report of 1892 the following account appears on page C 225:

IMPROVING CHANNEL BEAR ISLAND.

John Allen, laborer, 14 dys.	\$14.00
Wm. C. Brown, shprng drills	27.90
Stone drag, \$4.50 3 pick	
hand spikes, \$1.50	9.00
Repairs to boats, etc.	3.60
W. B. Ferris, boarding men	172.50
Alex. Fox, labor, 26 days	26.00
Freeman Fox, 26 days	26.00
Chas. Huestis, 16 days with team	48.00
Geo. Ingraham, 15 days	15.00
Jared Ingraham, 14 days	10.00
Daniel Ketch, repairs	7.45
Daniel Ketch, shprng drills	12.50
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Levi Moore, team 11 days	33.00
Claude McDonald, 15 days	15.00
Wm. McElwain, 14 days	14.00
Solomon McFarland, 27 dys.	27.00
Burtis Parent, 15 days	15.00
J. A. Parent, 15 days	15.00
Geo. Pinder, 46 days @ \$1.50	69.00
Jas. K. Pinder, foreman 48 days @ \$2.50	120.00
Boisford Stairs, 26 days	26.00
Fernand Stairs, team, 12 days	12.00
Frederick Stairs, 12 days	12.00
J. S. Stairs, charge of boat, 31 days	46.00

In the Auditor General's report for 1892-93, page C 260, the following account appears: James K. Pinder, under this head was foreman, while his son, George, was foreman.

Foreman, George Pinder, Sept., Oct., Nov., 57 days at \$2.50	\$142.50
Laborers at \$1.50, Jas. K. Pinder 35 days, J. S. Stairs, 50 days	127.50
Laborers at \$1.25, J. F. Jackson, 13 days; F. Smith 11; C. Stairs 8 dys.	40.00
Laborers at \$1.00: H. Davidson, 3 dys; H. Dunham, 7 days; J. Dunlap, 23 dys; W. Fox, 27 dys; Geo. Ingraham, 16 dys; G. Ketch, 1 dy; S. Moore, 50 dys; S. Mamuel, 4 days; F. McFarland, 24 dys; T. Perley, 8 days; J. Stairs, 49 dys; S. Stairs, 46 dys; F. Stairs, 40 dys; F. Stairs, 6 dys; L. Thornton, 40 days	353.50
Teams at \$3. A. Fox, 133 days; C. Huestis, 19 days; Jesse Waters, 45 days	232.50
W. B. Farris, hire of boats, \$20; boarding men, 548 1/2 days at 50c	294.25
Daniel Ketch, shprng drills	13.25
Total	\$1,223.88

A grand total of \$3,348.74 handled by James K. Pinder in three years for blasting rocks at Bear Island.

THE ROAD WONEYS.

Who will say that the country received any value for the expenditure. In 1898, from his seat in the Legislative Assembly, Mr. James Barnes, the member of Kent, read a statement of public monies, that had been received by Mr. James K. Pinder, and not accounted for, with date and amount as follows:

1873 by warrant No. 36, \$77.50,	no voucher.
1876 by warrant No. 32, \$50.00,	no voucher.
1876 by warrant No. 40, \$100.00,	no voucher.
1878 by warrant No. 27, \$294.37,	no voucher.
1878 by warrant No. 47, \$50.00,	no voucher.
1878 by warrant No. 52, \$100.00,	no voucher.
1879 by warrant No. 49, \$40.00,	no voucher.
1885 by warrant No. 14, \$60.00,	no voucher.

Attached to the statement was the following certificate from the late Auditor General.

Auditor General's Office, Fredericton March 4, 1898.

I have carefully examined the returns made by by-road commissioners filed in this office and as stated in the Auditor General's report since the year 1873 and cannot find any account of return in any way affecting the correctness of the annexed statement.

(Signed)

JAMES S. BEEK,

Auditor General. The accounts are in the same position today; "no vouchers" from Mr. Pinder.

York county wants no "no voucher" members. Vote for Hon. E. H. Allen, George F. Burden, Robert W. McLellan and Clarence N. Goodspeed.

HAZEN AND THE DEBT

Tory Leader has very Hazy Ideas on the Subject and falls into Misrepresentation

It is a great pity that Mr. J. Douglas Hazen, who is declaring on every platform that he intends to be the next premier of New Brunswick, had not some clearer ideas in regard to the finances of the province.

A few days ago he made a speech at a meeting in the Masonic hall, Chatham, at which Commodore Stewart presided. The Commodore is a very gallant gentleman who would be an ornament to any navy, but he was not so simple minded as to accept the nomination of the Conservative party in the county of Northumberland. The Commodore will view with entire equanimity Messrs. Morrison, Morrissy and their two running mates going down to defeat, and he will laugh at them in his own peculiar style when they lie prostrate, as they will on the 3rd of March.

Mr. Hazen in his speech stated that the gross debt of the province had increased to \$5,000,000, and that liabilities had been incurred to the amount of \$3,000,000, making the debt and liabilities \$8,000,000. This is a grossly dishonest statement of the financial affairs of the province. What does Mr. Hazen mean by gross liabilities?

The gross debt of the province on the 31st of October, 1906, was \$5,216,510, but against that was the sum of \$529,299,000 in good solid cash in the hands of the Dominion

KING AND WILD BOAR.

Alphonso's Narrow Escape While Hunting in Pardo.

PARIS, Friday, Feb. 7.—King Alphonso has narrowly escaped being killed by a wild boar, says the Madrid correspondent of the Herald.

The Marquis Villavicosa states that during the royal hunt at Pardo the King and the Duke of Tarancon came unexpectedly on the boar, which made a dash towards them. The King rapidly raised his gun and shot at the animal, which rolled over apparently dead.

Just as King Alphonso stepped forward to inspect the fallen beast, it suddenly sprang to its feet and rushed at him.

The King who had placed his gun on the ground, was fortunately able to spring aside and the Duke of Tarancon, with great promptitude, shot the animal dead.

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INTERNATIONAL RAILWAY

Road will Open up a Splendid Country and Province has Ample Security for every Dollar invested

The International railway, formerly the Restigouche and Western, crosses the northern part of the province from Campbellton, Restigouche Co., to the St. John river at St. Leonard's, Madawaska county, a distance of 110 miles. It has been arranged to have an inter-provincial bridge built over the Restigouche river, and thus connect the International with the railways of eastern Quebec. At the St. John river the line will connect with the American railroads, thus providing a through line to the cities of the American seaboard, and at the same time opening up for settlement in our own province a large area of fertile lands. The road is divided into eleven sections, four of which, from Campbellton westward, are practically completed, and a considerable amount of work has been done on the eleventh section from the St. John river eastward, and all will be completed and in running order during the coming season. The total amount expended in construction and rolling stock up to the 28th day of December, 1907, was \$1,207,010.57, and the total cost is estimated at about \$3,000,000.

The aid which our province gives towards this, for us, great enterprise, is first, the guarantee of the company's bonds to the extent of \$8,000 per mile, equal to \$880,000, to run 50 years; and secondly a subsidy of \$2,500 per mile, equal to \$275,000. This aid is only given as each section is completed.

For this aid so to be given, the province is fully secured. For the guarantee of the bonds the government has the first mortgage to the amount of the guarantee on the whole road, rolling stock, tolls and franchises of the company. Should the company default in payment of interest or principal of the bonds, the province can take possession of the whole road and rolling stock.

The province also has a second mortgage on the road, rolling stock, tolls and franchises of the company, for the whole amount of the subsidy with interest at 4 per cent, the company to begin paying the interest in seven years from the completion of the road, and to be payable half-yearly at the office of the Receiver General at Fredericton.

The security is such that the province cannot by any possibility lose a dollar; and the subsidy will all be repaid with interest.

The great benefit the province will receive from the construction of the road not only justifies the aid given,

but marks the government as being progressive and alive to the best interest of the province.

The opposition who are condemning the government for guaranteeing the International bonds to the extent of \$8,000, voted solidly to guarantee the bonds to the extent of \$15,000 per mile. That shows how much sincerity there is in their opposition to the International. Had the old government adopted the same mode of aiding the New Brunswick railway, the proceeds of the 1,600,000 acres of our best timber lands which they sold towards that undertaking, would be going into the provincial revenues instead of into the pockets of the millionaire stockholders of the N. B. railway company.

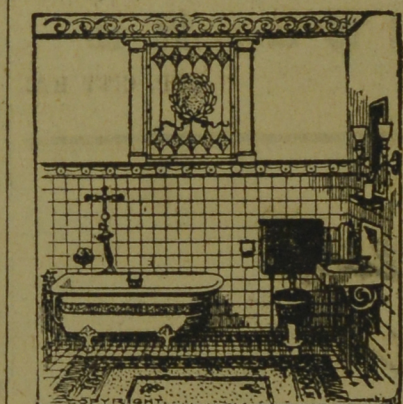
EMPIRE MUST BE SECURE.

Sir Edward Grey on the Risk of Invasion.

LONDON, Feb. 7.—In connection with recent reports of a serious cave in the Government's supporters in Parliament on the question of supporting naval expenditures, much importance is attached to a strong speech which Sir Edward Grey, secretary for State for Foreign Affairs made in the House of Commons last night, in reply to a suggestion from the Unionists side, that it was to Great Britain's interest, as the greatest sea carrier in the world that private property at sea should be immune from capture, and that it was England's refusal to assent to the principle of immunity which hindered the disarmament proposal at the Hague Conference. Sir Edward said that the Government did not consistently and with safety to the country, take the risk proposed.

"The British Empire," he said, "is a tremendous obligation, but it might if we were weak, become a tremendous temptation. At the present time we have the good will of the world, but supposing the policy of immunity had been adopted and supposing that our navy should lose command of the sea; it would mean not only defeat, but conquest."

In solemn tones Sir Edward concluded his speech by pointing out the possibility of invasion, urging the nation to beware of acting in such a manner as to increase the risks of war and prolonging it indefinitely at a minimum risk to other powers.



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G. T. WHELPLEY

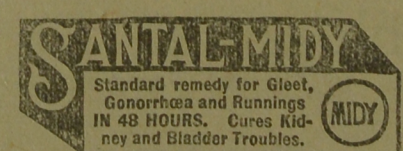
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