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THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES**
New Brunswick's Independent Newspapers
These newspapers advocate:
British connection
Honesty in public life
Measures for the material
progress and moral advance-
ment of our great Dominion.
No graft!
No deals!
"The Thistle, Shamrock, Rose and the
Maple Leaf forever."

**Semi-Weekly Telegraph
and The News**

ST. JOHN, N. B., DECEMBER 28, 1912.

WHO WANTS THE I. C. R.?

The hunter used to toss a handful of dry grass into the air to mark the direction of the wind. Some such purpose is probably the explanation of a despatch sent from Montreal the other day, in which certain gentlemen of the Maritime Provinces were represented as about to lead a delegation to Ottawa to urge the government to "do something" about the Intercolonial, leave it to one of the private railway corporations, or turn it over to a group of patriots as yet unassociated with the railroad business, but willing to take up the burden of administering the I. C. R.

Assuming that the verbal grass aforesaid was employed to ascertain which way the wind of public opinion is blowing, a disinterested journal may hazard the observation that if any political party is casting about for an easy way to commit suicide, the way is found the minute that party adopts any plan to remove the I. C. R. from the control of its owners, the people, who now administer it through their representatives. If the people do not get good service under present circumstances, the remedy—like the railway—is in their own hands. Before they tie their hands they will require reasons much more convincing than any we have ever heard put forward.

Meanwhile, if the debate on this subject is to be reopened, let the advocates of change tell the public who they are who are seeking control, just why they seek it, just where the public comes in. Let us not have the old generalities about expanding the road to "exercise" these provinces; but let us have the names of the "energizers" and those for whom they are acting.

The Intercolonial is a tremendously important public asset. A policy of "Hands off and a business-like management free from politics" will suit the people. The party that tries to alienate the road will be likely to encounter the public in a head-on collision.

A LOSING VENTURE

At a meeting in Sir Max Aitken's constituency Mr. Bonar Law recently proposed that the overseas Dominions be asked to confer with British political leaders in fixing a preference for colonial wheat. This is described in a London calligraph as "an attempt to shift the odium of imposing taxes on the food of the people of the United Kingdom from the shoulders of his own party to those of the overseas Dominions."

The London Times promptly condemned the whole idea, saying that it was a proposal "of which no British statesman must ever dream." The policy of protection is by no means a robust or popular issue in Great Britain just now. There is a growing division of the Conservative party in the United Kingdom who can see no hope in Mr. Bonar Law's leadership, and Mr. Bonar Law were to step down and out, Mr. Balfour is not a convinced protectionist by any means, and there is no other Unionist leader in sight who is big enough to lead the protectionist forces with any real hope of success.

STREET PERILS

The good old doctrine that the people of any city own the streets thereof, notwithstanding the franchises and the licenses they give to street car companies and drivers of vehicles of one sort or another, is sometimes allowed to become obscure if not forgotten. The rights of the people to safety in their streets were set forth powerfully the other day by Mr. Justice Archibald of the Court of Review, in reversing a judgment of the Superior Court in favor of the Montreal Street Rail-

way Company. A man sued the company to recover the value of nine cows which were killed on the outskirts of the city by one of the company's cars. The Superior Court dismissed the action. In reversing that decision the higher court gave the plaintiff judgment for the full amount. *Dickinson*, says Mr. Justice Archibald, constitutes no excuse for the company, as if it were dark, the speed of the car should have been so slow as to make the accident easily avoidable. Even if a child, a drunken man, or a person who had fainted, had fallen on the track, he said, it was the business of the company to exercise reasonable care against injuring them. The same held true with respect to property. The judge said it had been demonstrated again and again that the company could stop any of its cars, going at any speed, inside the length of the car—and it was equipped with air brakes—and the company had no excuse for not having air brakes on each and every one of its cars. Since Mr. Justice Archibald knows the law—and it would be perilous to assume the contrary—his judgment will be examined with unusual attention in every Canadian city which has, or is about to introduce, street car service. Moreover, the principles he lays down are applicable not only to street cars, but to railway cars, and to automobiles, and teams.

As some increases in license imposed by the city of Montreal, but it is able to avoid occasional accidents, but it is well to remember that the pedestrian has certain well defined rights, and that these are not in any way diminished by the fact that the driver of a street car, an automobile, or a team may be either reckless or in a hurry. This is a statement of fact which should be familiar enough in St. John, but unfortunately there is only too much reason for repeating it.

A BEAR'S CLAWS

The Manitoba Free Press will lead all the newspapers of this continent in the novelty of the Christmas souvenirs it distributes among its friends. Last year it sent out thousands of pen-wipers made of buffalo hide. In 1910 the Christmas reminder was a roll of newspaper, containing an account of paper-making from the ancient papyrus of the Nile down to the modern paper made from Canadian pulpwood. In 1908 the souvenir was a beaver's tooth, and those of other years have been equally attractive.

This year the Free Press made an arrangement with the Hudson Bay Company to collect for it some hundreds of black bear's claws, and these formidable instruments, handily mounted, have been sent to friends of the Free Press all over the world. A small booklet of uncommon interest accompanies the souvenir. From it we learn that about 30,000 bears are killed in the great north yearly, in an area of about 5,000,000 square miles. Mr. Ernest Thompson Seton, the famous writer of animal stories, estimates that, as the supply of bears has not dwindled, there are about 90,000 in existence, or one to every sixteen miles in the territory mentioned.

The black bear, according to this booklet, climbs almost with the activity of a squirrel, and from cubhood to old age spends a large portion of its time in trees. The first thing a she-bear does when danger threatens is to send its cubs up a tree; then she seeks to induce the enemy to follow her away from their retreat. They will not come down from the tree until she returns and gives them the signal. Many people mistakenly suppose that a bear cannot climb a small tree. The Free Press booklet says the animal can climb with ease any tree that will hold his weight, from a sapling so small that there is only room for him to sink one set of hind claws above the other in a straight line, to a tree so large that he has to cling to it squirrel-fashion, circling, also squirrel-fashion, so as to keep from a punner.

It is surprising to learn that the black bear in his native haunts suffers from boredom even as he does in captivity. Persons observing a captive bear have noticed the animal's restlessness, and have concluded that it is due to confinement. But the Free Press gives a detailed record of the life of one wild bear, far in the woods, during one hour of a summer afternoon when he had not the faintest idea that he was under observation. Here it is:

"He came along, ripped a piece off an old stump, sniffed for insects, found none, stood undecided for a few moments, and then walked over to a tree and drew himself upright against the trunk, stretching himself. He then sat down at the foot of the tree, and scratched his ear. He dug a bit at one end, but gave that up. He then tried again, very hard this time, to turn the log over; and the log giving way suddenly, the bear fell backward, but instantly recovered himself, and rushed with ludicrous eagerness to see if the mouse had got away. It hadn't. He hadn't had time. Which may give you a faint notion of how quick the clumsy-looking black bear can be. (After he had eaten the mouse, he appeared to be at a loss to know what to do next. There was a full-on trunk near by, and he got up on the trunk and walked the length of it. Then he turned around (quite hard to do without touching the ground, but he was very careful) and walked again to the other end. Here he stood and looked straight ahead of him—stood at gaze, in the phrase of the romantic novelist. Then (the log was about eighteen inches high) he climbed down backward, very slowly and carefully, as if he were afraid of falling, and went to examine a place where the upturned roots had left a hole in the earth. Finally he sat down and began waving—that is to say, he began swinging his head from side to side, making a figure eight, with his nose, as one often sees the

black bear do in captivity. Nothing could be more expressive of utter ennui."

The black bear does not hunt for trouble, but when cornered he is a very formidable animal. This estimate of him may be useful to hunters who cannot shoot straight when facing danger, or who may be inclined to underestimate the "emergency contribution" which a black bear can make to the equity of nations on occasion.

"Notwithstanding a widespread idea to the contrary, the black bear cannot be called a fierce or dangerous animal. Not that he will not fight, if he is forced to, but he prefers to avoid trouble, when it is at all possible. When cornered, or forced to fight, he can be a dangerous enemy. He can easily disable a man with a blow of his paw. With his jaws he can crush ribs and limbs. But his claws, sharp and driven by muscles of far greater power than those of the strongest man, are his truly terrible weapons."

WHY THE POLICE FAIL

The unwearied reformer, whose persistent dream is to make men upright by legislation, has had many a fine laid to his charge, but none that he will find more difficult to combat than that elaborated by Dr. Haywood Ellis in a recent essay entitled "Immorality and the Law." Dr. Ellis is a distinguished English sociologist, and in this long review of the American police situation he declares it an object lesson to the world in the foolishness of attempting to make people moral by force.

He says the conviction of Lieutenant Becker and his gunmen has emphasized the corruption within the ranks of the police force; but the people have imposed upon the police an impossible task. As a force they are not more ineffective and venal than those of other countries; in the contrary they are in many respects superior; their serious defects are due to the impracticable laws and regulations made by inexperienced legislators. They have been corrupted by this statute. The real blame attaches not to the policeman who accepts a bribe, temptingly offered him, not to the bribe-giver, who seeks by giving a bribe to make the best possible business arrangement, but rather to the law, which by giving the police a large and uncontrolled discretion in the enforcement of the law, places a premium upon bribe-giving and bribe-taking.

This, the critic says, is due to the fact that reformers persist in believing that the police can become agents of a morality of the heart and that inexperienced legislators have failed to make a distinction between vice and crime. The police fail because their duties are not confined to matters affecting crime and public order—matters which the whole community consider essential, and in regard to which any police negligence is counted a serious crime—but are extended to unessential matters, which a considerable section of the community, including many of the police themselves, view with complete indifference. It is impossible to regard seriously a conspiracy to defeat laws which a large portion of the citizens regard as unnecessary or even foolish. The police sell the right to break the laws, and these laws against the pleasant views of the people plague the community later in inducing a contempt for all law. The protection which many buy from the police can be secured in other countries without purchase.

As Dr. Ellis sees it, the apparently incurable evil is that men persist in moralizing by statute. All the outside repression in the world can only touch the surface of life, and there is little vitality in the morality that attempts to prove its strength by the secular arm.

We are passing through a wave of this moral legislation everywhere, but there are not lacking indications of the growth of a better spirit. This new spirit is seen in the growing demand for the teaching of temperance and sexual hygiene. This training has no meaning if it is not a training for men and women alike in personal and social responsibility, in the right to know and to determine, and in so doing to train to self-reliance. A generation thus trained to self-reliance has no use for a web of official regulations to protect its feeble and cloistered virtues. The antiquated methods of the legislation will not breed a race of clean-minded, self-reliant, and firmly-faithful men and women. These methods will always cause the self-seeking politician, the philistine and the hypocrite to join hands with the simple-minded idealist, to the hurt of the community. Asking others to live as one wishes to live and seeking to force them to do so by the secular arm is selfish and vain. Legislation can deal with crime; it cannot suppress vice. Secular law does not rule in the moral world.

Lord Charles Belfrage's great reputation as a fighting man and a patriot has not been enhanced by his excursion into politics. His encounter with Mr. Churchill emphasizes the value of the old saying about the shoemaker and his last.

Not a few Members of Parliament who longed forward to consulting their constituents about the navy during the Christmas holidays are going to be surprised to discover how few are kept awake nights by their burning interest in that question. This country wants less navy oratory and more shipbuilding.

It is worthy of remark that the citizens who write letters to certain newspapers about the Commissioners, all or nearly all neglect to sign their names. The critic most convinced of the justice of his opinions, and most calculated to impress the fair-minded, seldom attempts to render public service by making a noise in the underbrush.

Since Vancouver began to exempt improvements from taxation the question has become a live one in American cities beyond the Rockies. In Portland, Oregon, in Seattle, Everett, and Spokane, tax reform will be the leading issue in the next civic elections. These cities are taking

it up because of the benefits they have seen arising from it in British Columbia.

Those Canadian newspapers which have predicted the early downfall of the Asquith administration are not giving much publicity to a recent utterance of the Liverpool Courier, a leading supporter of the Unionist cause, which declares that the Conservative party is drifting to destruction. Its opinion is based on the Unionist split over protection, "tariff reform," the food taxes. The flirtation with protection begun by Mr. Chamberlain has been a great stumbling block.

"Needs," says the Montreal Star, "calls a separate navy only on the theory that the navy may, in time, become a separate nation." This is one way of trying to best the question, "Separate" is not the word. Australia is building a navy of its own. Canada should do so for the reasons so eloquently set forth by Mr. Foster in the best speech he ever made on the subject. He has not answered his own argument; nor can the Star answer them.

In Great Britain most of the taxes are paid by the rich or well-to-do. Who pays in Canada? Mr. W. H. Robertson considers the question in a letter to the Toronto Globe. He writes in part:

"Who pays the \$35,000,000? The money will come eventually out of the pockets of the farmers and workmen—out of the earnings of those who are unable to shift the burden to other shoulders. The Borden scheme fits with admirable precision into the high tariff policy. There must be no succession of huge surpluses suggesting the wisdom of a winning plan. Instead, a means must be found of spending the money that keeps pouring into the national treasury. The \$35,000,000 grant is an inspiration. The masses pay and allocate the money. The sums which swell the revenues of the big interests; and while the masses do the paying the big interests and their representatives do the shouting."

The New York Herald recently asked the presidents of leading American colleges what they thought of the Panama bill. The president of Columbia University replied that the act should be repealed at once. And he added: "We bought the rights to build the canal subject to a mortgage, and that mortgage was the pledge to treat the shipping of all nations on equal terms." The president of William and Mary College said: "If the country has made a bad bargain it ought to take the treaty with its eyes open and cannot now depart from it without a great breach of faith." Other replies were of similar import. Thus the college presidents join the more influential newspapers of the United States in demanding that their country shall take the honorable course. What Congress will do remains to be seen, but if it hesitates to do the right thing it will not be for lack of a very definite and forcible expression of public opinion.

Wherein Are Canadians Inferior?

(Montreal Free Press.)
The population of Canada is more than twice the population of the England that smashed the Armada. It has been the greatest achievement of the British people that have created and maintained British supremacy at sea. The question confronting the Canadian people now is whether we are going to maintain the high traditions of British courage and spirit, or acquiesce ourselves of our responsibility by having money on notes which posterity will have to pay, and turning the money over to the British government to buy three Dreadnoughts with, leaving the maiming and the maintenance of them to the taxpayers in Great Britain.

The population of Great Britain is a century and a half older than ours, and in excess of the population of Canada at the present time. It was because the British people, as always, were actuated by a high spirit of patriotism and of national energy and determination that British supremacy was so gloriously maintained. We Canadians are the heirs of all that British love of freedom and British courage and spirit, and we are joint-heirs with the people of the British Isles in the British institutions of self-government which are the foundations of British greatness and are joint-heirs in the duty of maintaining and defending those institutions.

We stand, as Dr. Michael Clark, of Red Deer, has said in the house at Ottawa, "for Canada, a nation, a nation beneath a common flag, a nation within the Empire but a nation with a nation's rights, a nation's aspirations, a nation's responsibilities, yes, and a nation's courage and spirit to discharge those responsibilities." Shall we demonstrate that courage and spirit by the Borden policy of borrowing money from the British government to buy three Dreadnoughts which we shall neither man nor maintain?

November, 1912

(By E. D. W. in the Spectator, London.)
The long and centuries at length are past—
Ride in, oh Christian armies; freed at last—
By your brave strife, your kindred folk, distressed,
From the oppressor's yoke shall find their rest—
Ride in!

Ride in, ride in! High lifted as of yore,
Carry the Cross there through the open door
Of Christ's great church, long desecrated,
Defiled.
Now to its ancient worship reconciled—
Ride in!

Ride in! Ah! not but low upon your knees
Fall down, oh Christian warriors! He who frees,
Through you, His people, comes to claim
His Throne.
Return, oh Christ; once more unto Thine own—
Ride in!

Irish climatic conditions appear to be extremely favorable to the cultivation of tobacco. During two years the number of growers has increased from 5 to 33; cost of production has been reduced from 18 1/2 per pound to 4 1/2 per pound; and yield per acre has been increased from 440 pounds to 1,500 pounds.

In the Bahamas Islands, which were settled more than 300 years ago by Londoners, the Cockney dialect is said to be as strong as it is in Chesapeake.

To keep the cork from sticking in a glue bottle, rub it well with vasoline.

Death the Adventure

(By Sarah N. Cleghorn in American Magazine)

Neighbor, what are the odds, though we never have left the workshop

Or laid down shovel and broom, to spend the summer in Europe,
Or even to sail the Great Lakes, or behold the Yosemite Valley?

Already our tickets are bought for far more extended travel.
Stranger lands shall we see, and with new friends make acquaintance.

Courage! Home is not all; there are houses and gardens elsewhere
(Elsewhere gardens, perchance, as lovely as are the Italian.)

Porter in the black cloak . . . Alas, I am not quite ready . . .

Yet when the wrench is past, and healed the clean stab of parting,
We shall observe and enjoy the sights and the sounds of our journey,
And treasure them up to repeat when we meet once more our beloved.

Wind blow full the wide sails for death the adventurous voyage!
He that hath traveled much is keen to discover fresh marvels,
And he that has traveled little has treasured his childhood wonder.

Neighbor, what if it rest with us to give the direction,
Whether the ship shall round Cape Fear, or the Cape of Good Hope?

THE SUMMER SCHOOL OF SCIENCE

Secretary Makes an Appeal in Its Behalf—Mr. Hackey's Generosity.

The secretary of the Summer School of Science sends the following appeal:
In November last, J. Bennett Hashey, M. P. P., for Gloucester county (N. B.), offered a scholarship of \$10 to be contested for by the teachers of his county at the Summer School of Science, which meets at Halifax (N. S.), July 8 to 29, 1913.
In order that both French and English teachers should be informed of this, a report was at once sent to the *Evening Times*, as well as to the English papers, that through some neglect, the notice did not appear as soon as this important matter deserved.

The more scholarships the more hope of the summer school being sustained and advanced.

As the young M. P. P. for Gloucester offered a scholarship in education generally, he kindly asked for information concerning the summer school. On being told of its needs, condition and merits, he felt that he should not only offer a scholarship, but be prepared to put the case of such an institution clearly before the legislature at its next session.

The associate secretaries of the school, as well as its other friends, would like to see M. P. P.'s to understand that the summer school was principally instituted for students of the teaching profession, that it was established, as well conducted and in every way such a school that no words can describe its merits or give an estimate of its value.

Mr. Hackey, in speaking of the advance towards a higher education for students, remarked that he was a subscriber to the *St. John Educational Review*; in this paper all may read the letters written by students of the school, and understand clearly what the teachings of such an institution means to those who may be privileged to attend even one session.

In taking the Review the school members are getting up-to-date knowledge, not only the teaching profession of the sister provinces. They surely cannot afford to miss the information which this paper gives on the most remote parts of the educational organ they are not only getting for themselves what they so much need, but are indirectly helping along education in the most remote parts of the provinces where teachers are about the only subscribers.

As the paper has steadily improved, because of the high caliber of professional men contributing to its columns, it costs more to get it through, so will the local members please see that it gets what it deserves, a greater circulation among themselves and rate payers in general.

With all its advanced ideas on education it still costs but \$1.
Trusting that every member of parliament will follow Mr. Hackey's example, but in offering a scholarship for his county and in subscribing for the Review, the associate members of summer school rest in hope.

ALL LIBERALS SHOULD GET IT

Copies of an address given by Mr. N. W. Rowell, K. C., leader of the Liberal party in Ontario, on What Liberalism has done for Canada before the Montreal Reform Club on November 10, last, will be ready for free distribution in a short time from the Central Liberal Information Office, 63 Sparks street, Ottawa. Any person desiring a copy of this address will receive it at once on writing to the information office. It is sent free.

In this address Mr. Rowell gave a careful outline of the work done by the Liberal party in shaping the destinies of Canada, not only in her domestic affairs, but also in her relations with the mother country and the rest of the empire, especially with regard to the development of political and trade relations and Canada's share in the problems of defence. He particularly showed the effect of the Liberal principles on the main events in Canadian history—the early struggles for responsible government, Canadian Confederation, Canada's evolution from a colony to the status of a self-governing nation and finally her entry into imperial affairs with the creation of the Imperial Conference.

Mr. Rowell lays stress upon the noble work done by Sir Wilfrid Laurier as head of the Liberal party in this national and imperial development, and shows that—two things stand like sentinels on the right track; for these lines are the best—Liberalism and the Liberal party. Adam Lindy Gordon. These lines have received a compliment in Canada not yet accorded in their native Australia, for they are engraved on the memorial stone of a great charitable institution in Montreal.

LONG ARM OF COINCIDENCE.
(Glasgow News.)
An amusing story from the suburbs concerns a householder who a few days ago booked two stalls for his wife and himself, but inadvertently invited another married couple to spend the same evening at his house. When the mistake was discovered it was decided to hand the tickets to another friend rather than ask the expected guests to come on a subsequent evening.

But the man to whom the tickets were given was called out of town and he in turn hurriedly handed them over to a neighbor, suggesting the latter should take his wife to the play.

Now this is where the long arm of coincidence comes in. The near neighbor who was invited guests of the wife and husband of the tickets, they thought it would be a pity to lose the chance of such a fine dramatic treat, and not knowing the real origin of the tickets, they wrote a note explaining the situation and used the two stalls which their hosts had meant for themselves.

SUGGESTIVE.

(Philadelphia Post.)

The man in the upper berth leaned over his edge, and jamming his frown firmly down on his brow cried in a harsh voice that was audible above the rattle and rumble of the engine:
"Ho, you down there. Are you rich?"
"Ho," ejaculated the man in the lower berth, almost swallowing his Adam's apple. "Wasser mazzeh?"
"I say, are you rich?"
"What's that, sir? Rich? What do you mean by asking me in the middle of the night to ask me such a question as