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Semi-Weekly Telegraph and The News

ST. JOHN, N. B., APRIL 3, 1915.

THE BRITISH OFFENSIVE.

As a result of the British victory at Neuve Chapelle some of the military experts are revising their former opinion that a great army on the defensive can resist indefinitely without suffering very heavy losses.

The prevalent impression that when the Allies undertake the offensive on a large scale the enemy may be able to offer a resistance that will not be completely disposed of.

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Dr. Landry in his budget speech, and the newspapers which expound with praise of the local government, neglect to compare the revenue at the disposal of the government with the revenue of the last five or six years.

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have that suspicion communicated so that persons who may have knowledge may be summoned to appear. We will not be bound by the strict rules of evidence but the commissioner has authority to use any methods he may deem to be in the public interests.

Assuming that the government was in earnest, Mr. Carter asked for an investigation as to payments alleged to have been made to Bery by holders of Crown timber licenses for his own use, concerning alleged shipments of lumber to Bery, and concerning the alleged payment by a Miramichi lumber company for the privilege of exporting roscod pulpwood contrary to the law forbidding its exportation.

The government and Mr. Chandler together constitute the whole machinery of investigation. It is not necessary to ask whether the government is limiting Mr. Chandler's activities, or whether, without such official limitation, he himself declines to proceed along the lines desired.

There remains the case of Bery and the Dalhousie Lumber Company, in addition to certain charges preferred by Mr. Yonon. In the first case the inquiry has been postponed once because Bery, who had been subpoenaed, deliberately absented himself from court.

One thing made clear by Commissioner Chandler's letter is that Premier Clarke and Hon. Mr. Baxter were merely playing to the gallery when they attempted to create the impression that the government was throwing the door of the inquiry wide open.

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to face Germany with a butcher's bill so huge that she will at last refuse to see it increased. He estimates the German casualties up to date at a million and a quarter, and expresses the view that this is scarcely half what they will have to be before the end—before Germany gives it up.

It seems to be admitted that Germany has a sufficient supply of food and munitions to continue fighting for the remainder of this year, but the high authority quoted in the London despatch said she would be brought to her knees through shortage of food by the first month of 1916, and this, he says, is "a very conservative prophecy."

Major-General Sam Hughes estimated a total expenditure, during the coming financial year, of \$95,475,000, made up as follows: Pay 100,000 troops, at \$3.25 per day each, for a total of \$325,000,000; rations for 50,000 troops, \$7,400,000; transport, rail and ocean going and returning, \$15,225,000; rifles, bayonets and scabbards, \$6,000,000; uniforms, \$1,000,000; stores and equipment, \$15,000,000; thirteen, eighteen and sixty-pound guns and accessories, 76 per cent of value, \$3,750,000; 100,000 remounts, \$2,000,000.

WHERE DOES IT STAND? Hon. Dr. Landry in his budget speech gave the province very little light upon the Valley Railway and the prospects for building from Gagetown to St. John and from Centreville to Grand Falls.

It was felt that it was in the best interest of the province that the most able expert whose services were available should be obtained, so that the best information would be ready for going on with the construction of the bridge, just as soon as conditions made it possible to carry on the work to complete the road and carry traffic by the original route across the St. John River and Kennebecas River and via Kings County to St. John.

General Hughes gave the details of the force of 50,000 men which Canada had in arms in Europe, or are preparing. He explained that some of the supplies purchased out of the first appropriation of \$20,000,000 would probably last over into the coming fiscal year's accounts.

As to the St. John connection, Mr. Gould has made no secret of the fact that he does not favor crossing the St. John and the Kennebecas, and he has solicited support for the plan of continuing down the western bank of the river and making a connection with the C. P. R. at Welsford or at Westfield.

Mr. Oliver expressed the opinion that if the men now under arms in Canada had been enlisted in August last the dominion would have had a better response to the call and would have had a larger force at the front.

Mr. Graham drew attention to the fact that while the Liberals were not protesting against any temporary operation of the road by the government, they believed that both legally and ethically the government could not under present conditions call upon the G. T. P. to take over the whole road and fulfill the company's part of the agreement for operation before the government had fulfilled its part in regard to completing construction according to original plans.

Mr. Graham remarked that in discussing the C. P. R. affairs in other provinces he was always endeavoring to make the people realize that the railway is a good bit of government property.

Mr. Cochrane said that he fully agreed with these views, and on a vote of \$50,000 for the installation of a telephone system in connection with a stretch of line near Moncton said that in time a telephone system would exist over the entire length of the line.

NOTE AND COMMENT. The amount spent on drink annually by the United States, according to Secretary of State Bryan, is \$2,000,000,000 or four times the cost of the Panama Canal.

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of view of the temperance advocate, and especially of the advocate of total abstinence, the saving of the money spent for liquor would be the least of the benefits. There would be the saving from much physical, mental and moral misery, as well as from the waste of earnings, and there would be a gain in productive efficiency which would add largely to the general well-being.

Other voices included \$19,000 to provide for payment of the full seasonal indemnity of members of the house of commons who have been unable to attend either through illness or because they are on active service; \$1,187,400 capital account for construction of branch lines of the Intercolonial, and a new coal-plant at Lewis; \$800,000 for harbor and river improvements at Port Arthur and Fort Williams; \$300,000 for Vancouver harbor improvements, and \$175,000 to provide for stamps, salaries, etc., in connection with the construction of the special war taxon.

There are comparatively few new votes for public buildings, the total being about \$180,000, while for harbors and rivers the total is about \$600,000.

PARLIAMENT.

\$2,000,000 for Pensions in the Supplementaries—More Than a Million for Construction of I. C. R. Branch Lines.

Ottawa, March 29—War matters and railway estimates engaged the Commons when Hon. Mr. Hasen had concluded his naval estimates today.

Major-General Sam Hughes estimated a total expenditure, during the coming financial year, of \$95,475,000, made up as follows: Pay 100,000 troops, at \$3.25 per day each, for a total of \$325,000,000; rations for 50,000 troops, \$7,400,000; transport, rail and ocean going and returning, \$15,225,000; rifles, bayonets and scabbards, \$6,000,000; uniforms, \$1,000,000; stores and equipment, \$15,000,000; thirteen, eighteen and sixty-pound guns and accessories, 76 per cent of value, \$3,750,000; 100,000 remounts, \$2,000,000.

Mr. MacLennan argued that in the case of 50,000 men which Canada had in arms in Europe, or are preparing. He explained that some of the supplies purchased out of the first appropriation of \$20,000,000 would probably last over into the coming fiscal year's accounts.

It was not the policy of the government that contracts should be given to middlemen, or brokers. Although early in the war there might have been some exceptions to the rule, yet later that principle had been strictly adhered to.

Mr. Cochrane said it was impossible in advance to estimate the cost of operating the road, and consequently general power was taken to provide the necessary funds. If conditions continued as at present, the government would be able to use much of the rolling stock of the Intercolonial in the operation of the road acquired.

While the minister of railways, the solicitor-general and other government speakers contended that the regulation was necessary in order to meet an emergency situation in which the G. T. P. had refused to take over the National Transcontinental, and keep the train running with the Laurier government, thus necessitating government assumption of the liberal "white elephant" and government operation from Moncton to Winnipeg, it was pointed out by Sir Wilfrid Laurier and Hon. George P. Graham that the facts were decidedly against the government.

Mr. Graham drew attention to the fact that while the Liberals were not protesting against any temporary operation of the road by the government, they believed that both legally and ethically the government could not under present conditions call upon the G. T. P. to take over the whole road and fulfill the company's part of the agreement for operation before the government had fulfilled its part in regard to completing construction according to original plans.

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parliament has so far been asked to vote for the coming year to a little more than \$197,000,000, or within \$5,000,000 of the total amount asked for last year under government charges and supplementary estimates chargeable to the revenue is now \$188,416,000.

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LETTERS TO THE EDITOR.

POLITICS AND THE I. C. R. To the Editor of The Telegraph. Sir,—In the report of the proceedings of the House of Commons, Hon. Mr. Cochrane, Minister of Railways, is made to say that he had endeavored to manage the Intercolonial railway in a business way and in the interest of the people, but had tried to keep politics out of it, feeling that the introduction of politics would not be in the interest of the employes or of the public.

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Not do they dwell on the ominous increase in the interest charges. The financing of Messrs. Flemings, Bery, and Teal they do not mention.

GERMAN BARBARISM. The officers and sailors of the German submarine who shelled an unarmed liner, killed women and children, and leered at them while they were struggling in the water, would not have been guilty of that savagery unless they believed such methods would be upheld and applauded in Berlin, privately if not publicly and officially.

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