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THE DAILY TELEGRAPH 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 advancement of our great Dominion.

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., FEBRUARY 18, 1914. LET THE PEOPLE HAVE THE FACTS.

Mr. Hugh Jackson, Privy Councillor, a director of the Bank of England, and one of the recognized leaders of finance in Great Britain, said the other day that the British government could well afford to take a naval holiday on its own account, which Germany did so or not.

PUBLIC OPINION.

The President of Harvard, in a recent book—Public Opinion and Popular Government—throws light on a subject on which the average man naturally takes for granted he is well informed.

and understands. The obvious reason for failure to understand it is that but little effort is made in that direction. When we are asked for definitions we have no answer ready; the words "public" and "opinion" will offer their own difficulties.

To begin with, Mr. Lowell shows that there is no public opinion or common will in a nation, and that men are not politically capable of maintaining a true public opinion, unless they are agreed upon the aims of government, upon the principles on which these aims should be attained, and also upon the method by which the action of government is determined.

He does not say, with Emile Faguet, that democracy makes for incompleteness, and that when the representatives of the people want to do everything themselves they do everything badly, and infect the government and administration with their passion and incompetence.

PUBLICITY AND INDUSTRIES.

Ottawa's experience in publicity expenditure for the purpose of securing new industries should be of use to St. John which has a somewhat similar problem. St. John, like Ottawa, is naturally in many ways fitted to attract new industries, but a reminder comes from Ottawa that it is very important to consider just how to go about a matter of this kind.

"The industrial problem for Ottawa has been attacked at the wrong end. We have spent money bringing people to the capital to investigate conditions which many of us honestly thought were such as to please and satisfy the most exacting. As a matter of fact our claims do not stand analysis by good business men. We need plenty of cheap homes and good homes. We need reasonably priced flats and lower rentals. We need cheaper power. There are things we can remedy if we will, and are not in the class of food prices, which no community can modify or regulate."

YOUR FEDERAL TAXES. Does the ordinary man ever stop to consider what his federal taxes amount to? He reads a great deal about heavy taxation in Great Britain, and in many other countries, but probably he does not realize that Canada's indirect taxation upon every citizen is greater than the taxation per capita in either Great Britain or France.

During the last year of Liberal administration, the fiscal year which ended on March 31, 1911, Canada's revenue from taxation was \$89,333,000, which was equal to \$12.57 per head of the population. The Borden government has increased this amount about \$3,000 a head during the short time which has elapsed since Sir Wilfrid Laurier went out of power.

Great Britain raised through taxes last year the sum of \$775,000,000. With a population of 46,000,000 the per capita tax amounted to \$16.84. In France, which carries a terrible load of debt and military expenses, the per capita tax was \$16.00. Now look at Canada. For the year ending March 31, 1913, the revenue raised by taxation was \$105,002,308.

THE NATIONAL TRANSCONTINENTAL. The Gutelius-Staunton report on the National Transcontinental Railway, which was submitted to Parliament on Thursday, is by no means the alarming document foreshadowed by Conservative press agents.

It is asserted in the report that the engineers ought not to have insisted upon a four-tenths grade in New Brunswick, and, in fact, that the New Brunswick section, or the whole road east of Quebec, ought not to have been built at all.

In building east to the Maritime Provinces the intention was to have a winter outlet for the great traffic of the West, and if the original purpose of the Laurier government is not thwarted by politics under the present regime this purpose will be carried out.

LES MISERABLES. "It is time," said Victor, Marie Hugo shortly before his death. "It is time that my name cease to fill the world." But there are those to take the place of Hugo and remind the world again that Jean Valjean is yet alive and that he is still finding in every land his Gethsemane.

A Montreal newspaper tells us of the tragedy at its darkest. It says: "Arrested as he was returning from the funeral of his little child for whom he had stolen, Eugene Dwyer was sentenced this morning to two months for the theft of groceries from the rig of Beauchamp & Company."

ACTON NEEDED. The people of this country began in 1904 to build a railway from Winnipeg to Moncton, to be leased to and operated by the Grand Trunk Pacific upon completion, on terms approved by Parliament and the country.

France is a double curse in a cold country. A week like this one lends point to Dr. Michael Clarke's argument that no country in the north temperate zone can afford to tax woollens.

NOTE AND COMMENT. "Well," as one of the reactionaries observed yesterday, "we never had weather like this in the good old days before Commission Government."

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President Woodrow Wilson plays fair in international matters. "Washington Despatches," says the New York Evening Post, "agree that President Wilson's clear stand in the matter of Panama tolls will be decisive with Congress."

GENERAL AND REGAN. That Canada is carrying a great load and doing a big work is recognized more easily by the unbiased observer outside than by the individual within. The outside has a better perspective. He can see things as a whole, not merely in the isolation of their detached parts.

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"he would not be mad." When the country gets mad over the sinister activities of these great corporations in politics there will be the dense to pay, and the payment will be made by all the railroads and transportation companies—the innocent as well as the guilty.

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Before the experts have decided how the aeroplane and the dirigible will affect war, another element is introduced. A despatch from Florence tells of the explosion of torpedoes at a distance of two miles by means of the ultra-violet rays. The torpedoes were submerged. Three minutes after the ultra-violet ray apparatus was put into operation the explosion was produced.

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Remedies are of more importance than investigations of and speculation regarding causes. The most readily available and most urgently necessary is the removal of needless obstructions to commerce in foodstuffs. This will still be met by a chorus of dissent not only from those who profit as middlemen by the obstructions, but by those who fear that this abolition of a pretended advantage to the farmer will be followed by a questioning of the real and special privileges enjoyed by themselves.

BUILT AT SPENCER'S ISLAND. To the Editor of The Telegraph: Sir, I occasionally see in different newspapers reference to the fate which overtook the captain, his wife and child, and the officers and crew of the vessel Marie Celeste. This vessel was picked up at sea by a British ship and taken into Gibraltar. Everything was in perfect order on board the Marie Celeste and no reason could be assigned for anyone on board leaving her nor has there ever been heard anything of her fate. When a boat from the British ship boarded the Marie Celeste there was not a soul on board and the strange disappearance of her people and the mystery of the Atlantic ocean.

Famous Inventor Dead. Paris, Feb. 15.—The death occurred here today, of Alphonse Bertillon, inventor of system of criminal identification which made his name known throughout the world. He was in his sixtieth year.

ABE MARTIN

When every day I time to stretch them longer. Instead of three months fold in three. This prolongs their use. Table cloths always table. As soon as the nap should be used, you use the nap.

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AGRICULTURE. A considerable impetus Canadian, will be given to the wool industry of Saskatchewan as the result of a pure sheep, to be used for breeding, which has just been secured from the Falkland Islands. These sheep are being introduced through the province through the (Alta.), and this immense venture will be put to grass on the farm which Mr. W. T. Smith is making on a very large scale, a big undertaking which is being planned in the construction of a 21-mile long and 11 miles in length and 800 by the time it is ready. This canal will supply water for 6,000 acres of alfalfa, and will also supply water for steam engines and has been engaged in by Mr. Smith, which has been deep to the shrub-root. Providing Fodder for Cattle.

The root has been removed and the land worked and done narrow and planted in rows. In a finer state of culture market gardeners' only Mr. Smith produces produce from these lands and used to feed his 3,000 and the balance exported to Mr. Smith is a basket of eggs. He is hale and active more than once in a week. Some forty years in this country and located on a creek, ninety-nine mile long, and 100 mile wide. Medicine Hat, his office address and place.

Gradually he gathered immense herds of horses, being several thousand in all. He has a fine type of farming, and has cut up the big ranching when that Mr. Smith chased some 84,000 acres and a large portion of it to use for the cultivation so well has he succeeded that today he is known west as the "Alfalfa King" and Women Farmers.

The concluding part of E. Hamilton's article in "The Farmer in Canada," is given. The girls who look after type of farming, suggest are usually a good class acceptable to any community. The question of the horse as a mode of transport in Old Country girls are gifted as regards horses. We are apt to hold up the girl as a model of holiness, yet in her playing a husband or standing all day, however, grants that cultivating are hard jobs, but it is of paramount importance that the soil should not be too fertile with the ordinary cultivators, etc. Is the soil too rich for the farmer's use and tools to the person.

Make Implements Light. Let us get our minds unimpaired by the use of making our hoes, our wheel cultivators, a little smaller to fit the woman's hands.

THE EFFICIENT. An amusing incident occurred at Glasgow yesterday, when Mr. Balfour gave his second Gifford lecture. What happened to take a drink of water just after introducing a subject with the remark, "I will now fulfil the pledge I gave you last week, and when you and I were following his argument."

An Editorial Note. (Hullfax Herald). An alcoholic correspondent wrote a long letter to one of the Nova Scotia country papers, complaining bitterly of the condition of the village streets. "After every rain," he wrote, "the water lies in the ditches for hours. The paper printed the letter in full with the following 'Ed. Note': 'So does our esteemed correspondent.'"

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