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Semi-Weekly Telegraph ST. JOHN, N. B., MAY 23, 1908.

THE BUDGET DEBATE

Ex-Premier Robinson undertook the impossible with the usual result Monday. No man could successfully defend the late administration, and no reasonable man would expect any large number of the people of this province to be deceived by any effort he might make to prove that the late government was other than a disgraceful failure.

The Solicitor General, in replying, had a congenial work and attacked it with vigor and zest. While this was practically his maiden speech there will be none to complain that it was not a telling one. It was harsh after a fashion, but the facts rather than Mr. McLeod are to blame for that.

Mr. McLeod's report of that now famous \$47,000 transaction between the Central Railway and the old government should intensify interest the Minister of Public Works. The double-subsidy excuse is extremely nebulous. Hon. Mr. Robinson seems never to have built extensively upon the double subsidy and the opinion will be general that if there had been no change of government the public would never have heard the story as it is now known.

THE COMPENSATION ACT

A very interesting hearing is announced as due in a day or two at Fredericton on certain clauses of the amendments proposed in relation to the Workmen's Compensation Act. When additions to the existing law were prepared recently it was said that their adoption would make the New Brunswick law virtually a copy of the British legislation now in force.

Great Britain, which is highly developed industrially, it by no means follows that the same thing is required here, where

conditions are different. Doubtless there are features of the British act which may be introduced here with advantage, but unless the bill now before the house is substantially amended, New Brunswick will have some of the more radical features of the English act without its accompanying safeguards against an excessive penalizing of the employer.

Legislation of this kind, when carefully and justly devised, is one of the marks of civilization's advance. The workman is entitled to protection. He is an important factor and he is entitled to reasonable guarantees against the results of mishaps caused by negligence other than his own. He should work in such safety and comfort as the nature of his occupation permits. Yet careless legislation in these matters is likely to work injustice and result in reaction. It is well to build solidly if slowly, so that the laws will stand the test of use and benefit both employer and employee.

PARTNERSHIP

Canada will go into partnership with Great Britain, says the Toronto World, in commenting upon the speeches of Ambassador Bryce and Justice Longley at the New York banquet. The World speaks for most Canadians in what it says on this occasion about the future of Canada. We quote a part: "Professor Bryce, the British ambassador to the republic, expressed his belief that Canada will always remain an integral part of the empire. Speaking earlier in the evening Mr. Justice Longley, of Halifax, N. S., declared that Canada will not always remain a colony and that in his view what is likely—almost certain—to happen is that by a process of development Canada will gradually assume the responsibilities of an independent nation, with this difference in the case of Great Britain that instead of a colony she will be an ally, instead of a condition of dependence the relation will be an alliance. It is possible to admit Justice Longley's premise without accepting his conclusion. There is an alternative to alliance, and that is partnership. The question to be answered can be put thus: Is it possible to create a partnership of free, self-governing, and equal communities, each supreme within its own bounds, but cooperating together for common purposes and for mutual defence and with the King as the living symbol of the greater, all-embracing state? That is the goal which the empire is now moving, and it is far from impossible of attainment."

THE ADVANTAGE

The Acadian Recorder of Halifax points out that Halifax has everything in the fullest measure that Montreal dreams of possessing and desires to possess as a seaport and inquires why millions should be spent in duplicating advantages Halifax already has. There is one advantage Montreal has which Halifax has not. It is 728 miles nearer the district which supplies most of the ocean traffic than Halifax. That is why it pays to duplicate the advantages of Halifax in Montreal.

In stating Montreal's advantage the Gazette names St. John's also, for St. John is nearer the West than other Maritime ports. It is the natural winter port of the country on that account. It affords the short haul by rail. Montreal must flourish by reason of its situation, a situation which has made it our commercial capital. But since Montreal is out of the question for six months in the year, St. John is guaranteed a steady development of trade because of its fortunate location. Politics being ruled by compromises, our politicians too often repeat the statement that the volume of trade from the West will soon be so great as to promise freight in excess of the facilities to be found at all the principal ports of the Maritime Provinces. This same spirit of compromise is carrying the Grand Trunk Pacific to Moncton, a neutral inland point, whereas the main line should end at St. John—the nearest Atlantic tidewater. If the laws of transportation were considered, and politics were ignored, the men who talk about a future trade great enough for all the Maritime ports would say frankly that until the possibilities of this harbor are fully developed it is idle to talk of carrying the export trade of the country to other ports. Since this is the nearest harbor, the others, being second choices at best, should expect only the overflow, and there should be no overflow until the harbor expansion here has reached its limit. Mr. Blair told the whole story when he said there was no sound excuse for planning to carry freight from St. John, its natural point of contact with the ocean steamers.

St. John has been charged with sectionalism because some of its citizens have maintained that in politics and in transportation St. John's geographical position must be given its full weight. If sectionalism has been shown in discussing this question of the ports, it has not been shown by St. John, but by those who say the laws of transportation must be violated because other ports desire some-

thing to which they are not entitled. Early and late, in parliament and outside of it, St. John's advantage in position and its rights arising from that advantage, should be pressed forward by every public man in New Brunswick. Before he was elected to represent this constituency, Hon. Mr. Pugsley loudly protested that the C. P. R. should not be compelled to send its steamers to another port for no good purpose and with loss of time and money. St. John has not recently heard the honorable gentleman's voice raised in reference to this question, though the fight of time has only served to emphasize the importance of the issue. It is closely related to the matter of freight traffic. St. John must be prepared to fight for its rights in these matters. It should not encourage any politicians whose transportation views are not thoroughly sound.

PROGRESS OF TARIFF REFORM

Many Canadian opponents of the Chamberlain policy have more than fiscal reasons for their position. They profess to love Free Trade, but their leading sentiment is hostility toward imperial unity and toward any policy tending to promote it. They do not hesitate in some instances to attempt to mislead Canadians as to the trend of public opinion in Great Britain. As to the significance of any particular bye-election there may well be honest differences of opinion, as, indeed, there are. But of late when the British government party has carried some riding which nobody thought it could fail to carry, some Canadian journals have informed their readers that tariff reform is a lifeless and hopeless issue in the United Kingdom. And that is not true. Let us examine, in this connection, a summary of recent political happenings in Great Britain which is given in a London cablegram of May 18. The correspondent says: "The Shropshire election was a hard blow to the government leaders, who, until the poll was declared, were confident of winning the seat, while the opposition had become gradually reconciled to its loss. The government's confidence as to the effect of the old age pensions and small holdings bill in an agricultural community was evidently misplaced. The importance of bye-elections may be easily exaggerated, but the figures for thirty-five of these contested elections since the general election of 1906 show remarkable results. The opposition has wrested six seats from the government and returned all of their old seats with largely increased majorities in every case, while the government not only did not gain a seat, but where they retained their seats it was done by a decreased majority in every case.

"Taking the aggregate individual vote cast in these elections, there is seen an opposition increase of 30,044 votes and a government decrease of 23,456 votes. It seems evident at any rate that a temporary reaction has set in against the Socialist and Laborite groups. The falling away in the labor vote was the most conspicuous feature of the Dundee election, where Winston Churchill was returned by a reduced government plurality."

The facts given in the foregoing cable do not square with the assertion—made by journals who do not like the Chamberlain preferential policy—that tariff reform is not making substantial progress. The Toronto News, in commenting upon the political situation in England, quotes Lord Salisbury's famous Hastings speech of 1892, in which that statesman declared protection a weapon necessary for England during an era of protection, and adds: "Since Lord Salisbury surprised the world with these unexpected sentences, the sentiment in favor of a measure of fiscal reform has gained much ground, and if the signs of the times are read aright they portend an early triumph of the protectionist cause in Great Britain."

The question is what it is wisest for Britain to do confronted as she is by hostile tariffs and desirous of promoting imperial trade. Mr. Chamberlain has suggested that we favor members of the family at the expense of outsiders. Many are unwilling to admit that his doctrine is gaining ground rapidly, but the gain, of course, is too obvious to be denied successfully.

JUSTICE LONGLEY

Two New York newspapers of importance, the Evening Post and the Journal of Commerce, make interesting comment on the speeches about Canada's future which were heard at the Canadian Club banquet. The fear was expressed both in Canada and in London that Justice Longley's reference to a day when Canada would be independent might encourage anti-British interests in the United States to resurrect the annexation topic. The Journal of Commerce, however, foresees a triple alliance. It says: "Judge Longley declared that the Canadians had no thought of political union with the United States and no apprehension that the people of the United States would seek a 'forced union.' If Canada is to attain the position of a powerful nation on this continent, with only the bond of a friendly alliance with the mother country, will there not almost inevitably be a third member of that alliance whose mother country was once the same that is still that of Canada and whose separation might have come as the result of growth and kindly relations if it had not come in recent and violent from the mother's fault?"

If the Journal of Commerce is to be understood as applying on behalf of the Republic for a place in the British family council or at the old fireside, we must suppose Justice Longley will give the application consideration. He is responsible. The Evening Post says: "Canada's patriotism is stronger now than it ever has been, does not conform to the fact that the rapid growth of her West, upon which her buoyant hopes so largely rest, has been due in very large measure to settlers from the United States. But these immigrants, as the London Times pointed out the other day, learn to bear easily the British allegiance, while they constitute, naturally, an added tie of friendship between the two countries. A friendly and closely related Canada, such as Mr. Bryce described here last night, reconciles us for a long time to unrealized dreams of one flag from the Gulf of Mexico to the Arctic Circle."

A word as to these "unrealized dreams." Much of the warmer criticism of Justice Longley's speech was doubtless written before the critics had seen a full report of what he said. Otherwise he would have received credit for a few sentences with much good red Canadian blood in them. To illustrate, we quote briefly from the concluding portions of his address:—"One word, perhaps, should be said, though it should not be necessary. Whatever may be Canada's future, whether she becomes a federated part of the empire, which I think not probable, or an independent nation in alliance with the empire, which I think inevitable, it must be thoroughly understood that Canadians have no thought of political union with the United States. It may be that such a step would be consistent with her material interests, as it does not conform to her political aspirations. A strong national spirit has developed and is growing in Canada. She seeks to achieve a recognized place among the nations of the world. She has her own system of government and her distinctive institutions, of which she is justly proud and to which she wishes to adhere. No one entertains a thought that any disposition will ever be shown by the people of the United States to seek a forced union. There is no North America for two great English speaking nations, and Canada has made up her mind to be one of them. "To sum up, my views of the relations between Canada and Great Britain is autonomy and close alliance, and between Canada and the United States close friendship and common interest. If the alliance can be extended to include the United States, so much the better, but our constant policy should be good feeling and mutual confidence and support. There is no sound reason why the United States should have the faintest objection to the growth of a powerful and English speaking nation on this continent. As against the rest of the world, their interests will be common. They would make joint efforts to resist aggression from without, and by friendly rivalry in the fields of commerce to enhance the prosperity of both."

"Aggression from our big neighbor, I dismiss as unworthy of consideration, but, if by any sad mischance, power became vested in the United States in any body of men so mal as to attempt to infringe on Canada's rights and liberties, I can only say that there is some good stuff on the other side of the line, and when Canada has fifteen millions of people she will not be averse to challenging the issue with all the spirit of a proud and independent race."

"Let us, however, not think of unpleasant contingencies at this pleasant gathering of friends. Let us rather give thanks that we were born in North America—the home of freedom, justice and enlightenment. Another century of such progress as the past has achieved, and North America will possess as many people and exert as dominant an influence in the world as Europe does today—that is, if we are true to our ideals, and recognize clearly and reverently that the only cold and enduring basis of power is moral rectitude arising from an apprehension that God rules and His laws are immutable."

We think Mr. Longley misreads the signs of the times with regard to our development. Our future lies within the Empire. They who say not, forget many things, and overlook many. They do not fully interpret that thrill which runs through the Dominion in some hour of tension, as when war threatens or when some British regiment by its conduct in a hot corner reminds us that blood is thicker than water.

NEW BRUNSWICK FARMS

The local government's decision to appoint a commission to inquire into agricultural conditions should prove of immense service to the province. This question is one to which the government cannot devote too much attention. The development of the farms means the prosperity of the country. The government proceeds upon the knowledge that for fifty years, or thereabouts, we have had no adequate report upon the condition, progress and needs of agriculture in New Brunswick. It is a time when science's beginning to revolutionize farming where farmers are willing to receive and to apply information from the laboratory and the experimental station, and to act on the realization that fifty acres raised to the limit of profitable production are of greater use than 500 cultivated for the purpose of paying interest on the mortgage, paying the store bill and giving the hired man a pleasant home.

The commission will get information that no recent provincial department of agriculture in New Brunswick has had. Our agricultural policy for years has been political, not agricultural. This is the time for a change. The commissioners should be moved by an intense curiosity. They

should not be in a hurry. They should make a thorough job of it. They should finish with a good working grasp of conditions in every county. They should make it known in advance that they desire the co-operation of the farmers in the fullest degree, that they want to hear every man's opinion who has any practical knowledge of the subject or of any branch of it.

The commission should find out how much there is in the statement that farm help is woefully scarce in New Brunswick. They should learn what wages farmers can pay, and approximately how many farm laborers and of what kind, can find employment in each county. They should discover whether the extermination of 10,000 useless dogs would make New Brunswick a sheep country, and whether the farmers advocate and would live up to drastic legislation governing dog-owners. They should enquire as to fruit raising, in reference to which too many of our people are ignorant or discouraged, although some sections of our province will produce fruit of high grade at a paying profit. Cheese, milk and beef cattle will naturally be subjects for investigation. The grain and potato crops will not be overlooked. There should be opportunity to get some first-hand information in regard to pulp-wood and the attitude of the small proprietor toward tariff legislation tending to promote the pulp and paper industry here instead of in the United States. For although the big operators export most of the pulp wood the owners of small pulp wood tracts cast the most votes.

The presence of Professor Robertson in the province at this time suggests that the government, when it works out its agricultural policy, might well consider the feasibility of sending to Macdonald College every year a number of boys from the New Brunswick farms by means of agricultural scholarships or some similar scheme. The work which this college is doing is of tremendous significance to Canada. New Brunswick needs in these days the realization that agriculture should not be mere drudgery and dullness from which our young men should escape as soon as possible, but that, on the contrary, properly understood and pursued, farming is the best work and by no means the least profitable or comfortable in the land. Our farms should be producing at least ten times as much as they now are producing. To increase their production materially would be to add to New Brunswick's prosperity in a degree not to be attained by effort in any other direction.

MONCTON AND THE FRANCHISE

As the people of Moncton own the streets of that city and as they alone will tend value to a street railway franchise, as that franchise should be granted for their benefit or not at all, and as their interests in the matter are paramount, it must be hoped that the Legislature will give them what they are asking for. Subject to any rights already granted to private individuals in the matter, if any such rights have been granted, there should be no hesitation in meeting Moncton's wishes in regard to the franchise. With the experience of a thousand other cities before them, the people of Moncton have an opportunity now to take and to maintain effective precautions against the evils which arise from selfish and reckless exploitation of public service franchises by private corporations.

The Union of Municipalities does well in backing up Moncton's application. There is already need in these provinces for concerted action by municipalities to protect public rights, and to keep alive in good working order the vital but sometimes neglected fact that street railway, gas, electric light and other public service corporations do not own the cities which make their operations possible, but are the servants of these cities, subject to healthy and reasonable regulation by the people in the people's interest.

Moncton should have its street railway franchise, and having it, it should look closely at any bargain it makes with an operating company, for such companies have, in a strongly developed form, the fault which the Dutch displayed in making treaties. The company always should be working for the people. Too often it is found that the people are paying the company to inconvenience them in order that the owners of its watered stock may enjoy themselves.

A GOOD LAND--OURS

"Fair is our lot, and goodly is our heritage," but we forget it, or deny it, or fall into a way of admiring the fair fields that look green because they are a thousand miles away from us, and we need just such a man as Prof. Robertson to come

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here and show us the wealth at our feet and the comfort at our right hand. Our Canadian West is a good land, but New Brunswick is a better—particularly for New Brunswickers. Surely this is a plain truth but a most stimulating one that Prof. Robertson puts in a few words: "He himself, personally, with his knowledge of Canada, would much rather come to New Brunswick to make a comfortable home than to the West. The trees, the running water and the fruit make conditions far better for happy family life than the bare prairies of the West." Who doubts it? Yet agriculture in New Brunswick, he says, has stood practically still for thirty years. We have \$51,000,000 invested in agriculture, earning from \$12,000,000 to \$15,000,000, or as much as the product of the forest and the fisheries combined, but the investment in and return from the farms should be multiplied ten, and can be by sustained, intelligent, and united effort.

We must suppose that the appearance of Prof. Robertson at Fredericton, and his intensely practical and stimulating address, are among the signs indicating the government's purpose to do what a government can to place our agricultural progress on a new basis. Mr. Hazen might have searched far and wide and found no man so well fitted to deliver the foreword in this matter as Prof. Robertson. He knows, but what is more to the point, he does things, and he tells how things can be done. His address is filled with suggestions which government and people alike should improve upon. We envy the orchards of Nova Scotia with Mr. Reid, when the latter compiled his referring too much to the chief engineer. Mr. Reid told him to ignore Mr. Lumsden and said he was too much of a military man and too loyal to his chief. He asked him to be more generous in his classification of shipping.

Hodgins, it seems was always being invited or advised to "be a good fellow," a good fellow, clearly, being a fellow who when he encountered muskeg at least three cents had not the slightest hesitation in calling it rock at \$1.70. This really very much like a story graft. There have been many stories of graft lately. What do you suppose the people of this country are going to do about it? "If not Bryan, then Hoars," writes Henry Waterson, last of the grand Democratic editors, in addressing his party on the presidential nomination. "In short, and in fine, gentlemen of the East," he says, "if you are resolved to have it so, we have come to a parting of the ways. But, if you will take the counsel of an old friend, you will stop a little and think Denver. If you could you would have on your hands a reproduction of 1904. And then? Why, this, that, instead of Bryan, you would have Hearst to reckon with; Renzi of the sections and of the yellow press, with a bag of gold, maybe as big as your own. Better take Bryan, whilst you may. If you be Democrats, good and true, swallowing your doubts as we have swallowed ours, you will!"

MUSKEG AT \$1.70

The public—which is paying the bills—should have a clear understanding of the meaning of "over-classification" as the word is used by Hodgins, who says he was discharged by the Grand Trunk Pacific Commissioners because he would not make it easy for the contractors. "Over-classification" is a rich and rank form of graft, and if Hodgins' story is true his only fault was that he would not "stand for" the robbery. In the inquiry at Ottawa, on May 23, an example of "over-classification" was brought out. "It occurred," says the report, "in the division provided over by Mr. McIntosh, and took place after Mr. Gordon Grant's visit as inspecting engineer. Major Hodgins reported to Mr. Lumsden that in this division 1,800 yards of pure muskeg had been taken out at a cost of twenty-three cents a cubic yard, and had been charged as solid rock at \$1.70. Mr. Hodgins, in his letter, attributed this and other examples, which he gave, to Mr. Grant's influence."

Now Messrs. McIntosh and Grant are doubtless good men and true. At least we are bound to assume that they are until the contrary is proven; but if muskeg removed for twenty-three cents a cubic yard is nimbly multiplied by seven or eight and the country pays rock prices for it, what conclusion will the taxpayers draw?

To go further, the commissioners, Hodgins says, wanted him to adopt the "Quebec classification," that is, to treat the contractors on his section as they were

treated on the Quebec sections. That would seem to mean more rock and less muskeg; muskeg being a pleasing substitute to remove but a dull and unexciting item for charging purposes. What is the "Quebec classification?" We read that "the commissioners said they wanted a uniform classification and Mr. Young said the Quebec classification should be the standard." The contractor met them and also Assistant Chief Engineer Wood and they all went over the work. Witness described one cutting he visited which the engineer in charge said he classified as eighty-six per cent. He thought the engineer meant loose rock, as it was all loose, but he found he meant solid rock. He thought eighty-six per cent. was a very extravagant classification. He only visited the cutting, however, some ten or fifteen minutes. On his return from Quebec he had a long discussion with one of the Grand Trunk Pacific engineers (Armstrong) regarding classification on that section. Armstrong said that the classification on that section was very high and he had reported it. Armstrong thought the over classification in District B would amount to \$2,000,000. Witness returned to Ottawa when he saw Chief Engineer Lumsden, who asked him to go back and go over the work with Inspecting Engineer Grant, who he refused to do. Mr. Lumsden told him Grant had been appointed against his, Lumsden's, wish. This suffices to give us some idea as to what may be meant by the "Quebec classification." Again, as the attitude of the commissioners: "Witness told of a number of conversations with Mr. Reid, when the latter compiled his referring too much to the chief engineer. Mr. Reid told him to ignore Mr. Lumsden and said he was too much of a military man and too loyal to his chief. He asked him to be more generous in his classification of shipping."

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And, for a thumb-nail sketch of the Democratic party's position today, Col. Waterson's paragraph is to the point. It is an awkward pass to which the Democrats have come. The absence of great figures from the party stage gives Hearst additional stature, and Waterson does not at all exaggerate the peril that resides in William the Yellow."

Bishop Richardson. (Canadian Gazette, London.) New Brunswick is the proud possessor of the youngest bishop in the British Empire, and Canadian papers apprise us that the King wishes to hear him during the Pan-Atlantic Conference. Hence, so it is said, Bishop Richardson, of Fredericton, will preach at a children's service in St. Paul's Cathedral, at which King Edward will be present.

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JARDIN DES PLANTES. (London Express.) A project is being considered for the "transference of the Jardin des Plantes to a site three miles outside Paris, where it is intended to create a zoological oasis in which the animals can have comparative liberty. Large inclosures containing trees, lakes and watercourses are to be constructed. One feature in the oasis would be a large hothouse in which all kinds of butterflies would be reared.