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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. No graft! The Thrift, the Skunk, the Rose, the Maple Leaf forever.

ST. JOHN, N. B., MAY 30, 1914.

MR. HAZEN AND ST. JOHN.

We take the following from the Standard's report of Mr. Hazen's speech in the House of Commons on May 22, in defending himself against the charge of Hon. Dr. Pugsley that the Minister of Marine had been reprimanded in looking after the interests of this port:

"As far as the Guelph-Boworth agreement was concerned, continued Mr. Hazen, that was a matter decided upon by the railway experts. An explanation of the whole matter has already been made to the people of St. John and that explanation has been satisfactory."

If the judgment of the people of St. John could be recorded to-day upon this statement of the Minister of Marine the result would be the retirement of Mr. Hazen to private life. When Mr. Hazen says the Guelph agreement has been explained to the people of St. John and the explanation has been satisfactory he says what every Conservative in this constituency knows to be incorrect, to employ no more vigorous word.

Those Balkan Excesses. Bulgaria was not only deprived of her conquests during the last war but was accused by Greece of the most atrocious cruelty, massacre, devastation, and pillage, during the progress of the struggle. The report of the International Commission of Inquiry into these and other matters is now issued, apportioning the blame and the praise—if there is any of the latter to distribute.

Mr. Hazen's position in the matter of increasing the length of the St. John dry dock from 900 feet to 1,150 feet cannot be regarded with pride by his supporters in this province. The government's course in refusing to apply the new rate of 4% to the St. John dock as well as to others directly discriminates against this port.

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as a dock at almost any other port in the country, there is no good reason why the St. John enterprise should not receive the best treatment available.

Later on, no doubt, Mr. Hazen will say that this matter also has been satisfactorily explained to the people of St. John, but he will discover that his constituents have their own ideas as to that. This city is some times said to have a very short memory, but Mr. Hazen has done a great deal to sharpen the recollection of his constituents, and they cannot well forget the repeated signs of neglect or weakness which have marked his course as a Federal Minister since the people of this city and county honored him with their confidence. There seems to be an idea in some circles that abuse and misrepresentation of Hon. Dr. Pugsley can be employed successfully to break the force of just criticism of Mr. Hazen. Later on when these two public men have to appear to the electors here it will be found that the public is able and ready to distinguish between the real service rendered by Dr. Pugsley and the repeated failures of Mr. Hazen to secure even a show of justice.

INCREASING TRADE. The United States now proposes to appoint "trade scouts" in towns and cities where now it has a consular service. The consuls have only been able to give a little of their time to a study of trade conditions and opportunities, but the new officials will be able to devote all their time to the matter and to give definite and regular information to manufacturers and others seeking new trade openings. The spasmodic and fitful skimming for business in the past will give place, under new and accurate information to methodical and scientific progress.

This new corps of trade scouts is another of many recent indications of the changing spirit that is possessing the manufacturers. During the years of internal development, little emphasis was placed upon foreign trade. It was not counted on or greatly encouraged. Hostile tariffs built up internal monopolies that made enormous profits, in part by ministering to a large population of liberal consumers, and in part by exploiting the people. When "over-production" occurred in any line of industry the product was "dumped" on the foreign market at cost or at less than cost, the profits being taken from the people of the home country. The natural resources of the country were so boundless and the consuming power so great that the need of scientific foreign expansion was not greatly felt. The local market was reserved for its own supply, and legislation was framed on the assumption that, rather than permit the foreigner to let the people have what it would take them three days to make in return, for something else which they could make in two days, they had better work the three days themselves. This policy was analogous to the resolve of a tired man, offered a ride, to keep his travelling for his own legs. This policy raised the price of manufactured goods and the consumer got less for the same amount of money, but the manufacturers grew enormously wealthy, and trusts and monopolies covered almost every article of consumption.

The "trade scouts" by giving information regarding transportation, packing, market demands, foreign credit systems and customs, can greatly facilitate trade. Whether a country is rich or poor it is benefited by trade with its neighbors, and by every increase in the facilities for that trade. This promises to the citizens more chances to trade; if they cannot profit by them they will not trade; if they can, then they, and through them the country, will be richer. Every new facility for an increase of trade between different countries increases to that extent the sum of things which a given quantity of labor can produce. The high protectionist thinks otherwise, but the stars in their courses are fighting against him.

THE CURSE OF ADVERSE CONDITIONS. The government of cities is the one marked failure in modern democracies. When a German city considers the matter of electing a mayor or administrator, it selects a man who has made a study of city government, and if the city is large and important, a man who has made a success of administration in some other city. In Canadian and American cities a man often offers for election without having the most elementary qualifications, or with special knowledge of the duties he will be called upon to discharge in the event of his election. He blunders along for a line until a wave of reform or popular discontent displaces him for another equally incompetent at about the time he is getting to understand the routine of his business. It is this very condition that has been responsible for the rise of the "boss" who gives continuity and direction from without to the acts of those who in turn represent the "people" within the City Hall. The "boss" obtains for himself and his organization that control over the city which is the result of the use of funds and properties entrusted to officers of government. He has, in most cities, been a necessary part of the situation up to the present, and he will continue so long as the business of citizens as citizens is not seriously and intelligently undertaken by a much larger class than is found in the ordinary city at present.

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other explanation is the true one of the second war which worked such havoc in Macedonia and sent the armies back filled with all the passions of revenge. The commission suggests some form of international supervision over future warfare in the Balkans—a supervision that would mitigate somewhat the barbarous fury of the late conflict. That war will break out again they take as a matter of course, but whether anything of a humane spirit can be injected into it is another matter.

AN ADDITIONAL DEBT. Perhaps the people of New Brunswick do not fully realize that the \$5,000,000 which is to be spent by the Dominion government to build the Valley railway bridges will become an additional charge upon the credit of this province. For fifteen years the province will pay no interest, but after that time it will be liable for interest upon this \$5,000,000 in the same way in which it will be liable for the interest on the bonds guaranteed by the province and amounting to many millions of dollars. In other words the "gift" of \$5,000,000 which was announced with so great a flourish of trumpets another year, a gift of the interest for fifteen years, will be added to the \$7,000,000 or \$8,000,000 for the interest of which the province may become liable.

THE BOSS—THE PRODUCT OF NEGLECT. New York hopes to do away with the "boss" and with boss rule, but Murphy sticks as persistently as Huerta, and to de throne him today does not mean that he will not be back tomorrow doing business at a new stand or at the old one. The boss is a product of citizen neglect. He is the one man who has given time and attention to city government and the problems and conditions connected with it. Professor Cleveland, of Washington University, says that "the American political boss" is commonly one of the most intelligent and efficient citizens we have." With the average reformer city government is an emotion which claims his fugitive attention at odd times and particular seasons. But the boss has a comprehensive programme. The civic reformer has a program, but it is generally other than comprehensive. It is commonly born in haste, and it owes its origin to a reaction to the pressure of adverse conditions in civic affairs.

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that if the province of New Brunswick, after the bridges have been built, asks the government to alter the terms, it may very well be told that this is an agreement that the province of New Brunswick has consented to this, and that the bridges have been built under this legislation, and that therefore it is a part of the arrangement which the province of New Brunswick has no right to ask now to have altered. Therefore, if any alteration is to be made, now is the time for us to make it. There will be no opposition to this legislation from either side of the House, and it will not vary very long to go again to His Royal Highness, in order to get his consent to a resolution which will alter the terms in the way in which I have suggested. The matter is of great importance; it is entirely for the government to deal with, and all I can do is to make the suggestion.

ARE WE FORGOTTEN? The Maritime Provinces seem to have been forgotten by Mr. Alfred Smithers, chairman of the Grand Trunk Railway. At the recent half yearly meeting of the shareholders at London Mr. Smithers announced that in September next the Grand Trunk Pacific will be connected with the Grand Trunk and will take over the National Transcontinental, but Mr. Smithers seemed to forget or ignore the fact that the National Transcontinental runs not only from Winnipeg to Quebec but from Quebec to Montreal also. In addressing the shareholders Mr. Smithers said: "The next great event in connection with the Grand Trunk Pacific Railway, which is the linking up next September of the Grand Trunk Pacific Railway with the line built by the government, and known as the National Transcontinental Railway. This will give through communication from the Atlantic coast to the Pacific for the first time over the Grand Trunk Railway, National Transcontinental Railway, and the Grand Trunk Pacific Railway. The English are called a chivalrous and imaginative race, yet in their great cities, on a holiday, all sorts and conditions of men, including a great many wage-earners and their families, may be seen standing before great paintings in the public galleries, a privilege at once valuable and free."

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to say so to that, however. There will be more threats of civil war, and perhaps there will be fighting. But Home Rule is going to become a fact long before the present government goes to the country. If the country beats the government, which seems unlikely now, the Unionists will try their hand at the Irish question. Where four countries give trouble now, nearly thirty will give trouble then. And their brand of trouble will be quite as troublesome as Ulster's is now.

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