

MANAGING DIRECTOR-Jas. H. Crocket.

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SAINT JOHN, SATURDAY MORNING, JAN. 22, 1910.

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tractors with the department, and others who are in business relations with the government are forced or influenced to justify the transactions. The departmental engineer, as everybody knows, was not responsible for the deal or the price point. His share of the programment was assigned to him and he carried if out. Then it becomes necessary for him, as it has been for others in the same position in similar cases, to support his chilefs, and in so doing to support the rake-off to the buildness. More than that he must go about among contractors with the department and get suitable state ments from them. Then the contractors themselves must go up at the call of their paymasters, and stone and the paymasters, and stone tractor with the department and get suitable state ments from them. Then the contractors themselves must go up at the call of their paymasters, and stone tractor with the department and get suitable state to ments from them. Then the contractors themselves must go up at the call of their paymasters, and see that the contractors the such or rake going and the state of the contractors with the department and get suitable state to the rake of the call of their paymasters, and see the call of their paymasters, and see the call of their paymasters, and see that the contractors with the department and get suitable state to the rake of the call of their paymasters, and see the call of their paymasters, and see

THE CHURCHES AND THE VOTE.

MR. EMMERSON AND THE BRANCH LINES.

Mr. Emmerson's chief objection to the branch lines legislation of the government is that it is not serious, and does not forward the business. While it may be going rather far to require the government to buy or lense every line that connects with the Intercolonial, Mr. Emmerson is surely right in some of his criticisms. No progress is made by requiring that the roads shall be put in good condition before they are taken over by the government. Granting that there is an absolute standard of excellence which would be required, there remains the difficulty that the present owners of the roads, have no money to bring the lines up to that standard. The want of capital is one of the reasons that the roads are not efficient. Where there is a fair prospect of traffic, the Intercolonial could take over the branch line on the percentage basis, applying the com-Mr. Emmerson's chief objection to the branch lines A SUGGESTION.

A SUGGESTION.

There ought to be some way out of the situation in which the Valley Railway question finds itself. The

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