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THE SEMI-WEEKLY TELEGRAPH
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Semi-Weekly Telegraph
214 The News

ST. JOHN, N. B., APRIL 18, 1914.

ANOTHER ASTONISHING BILL.

A bill quite as surprising in its way as the now famous Forebushes Bill was introduced in the Legislature last week, and unless it is killed landholders in New Brunswick will find themselves deprived suddenly and arbitrarily of rights which they have enjoyed since the days of their forefathers.

This is known as Bill No. 104, introduced for the purpose of amending the New Brunswick Railway Act. A short explanation is necessary in order to bring out the obvious and daring character of this proposed legislation. At present when a railway asks for right of way through the country and the landowner asks for damages, the landowner appoints one arbitrator and the railway one, and these two choose a third. If the award is unsatisfactory to either party an appeal may be taken to a single Judge of the Supreme Court. This is a short and inexpensive proceeding.

But recently Mr. Gould has been having considerable litigation over right of way, many cases are now pending, and a great many more are likely to come up before the railroad is completed. Therefore Mr. Gould's idea, the government of the day, introduced bill No. 104, by which they would abolish all of the present provisions regarding arbitration, which, by the way, are practically the same in New Brunswick as in every other province of this Confederation. The new bill would give the government power to appoint a permanent board of arbitrators, consisting of a farmer, a lawyer and an engineer, and these, under present conditions, would have to qualify by being satisfactory to Mr. Gould and Mr. Fleming. In sub-sections 19, 20 and 21 of Section 2 of this bill, it is provided that an arbitration now pending, or not entirely disposed of, could be taken out of the hands of the present arbitrators and handed over to this political board for decision. Moreover, the bill takes away the right of appealing to a single judge, and makes the appeal direct to the Supreme Court of New Brunswick, which, when taken in conjunction with the Supreme Court of Canada Act would mean that appeal can even be taken to the Supreme Court of Canada and to the Privy Council.

The result would be that the railroad company could compel any farmer to take what the company was ready to give him, or ruin himself by prolonging litigation for they might take him to the Privy Council. The bill throws all of the advantages to the company and deprives the farmer of all of the protection he has under the present system. It is even proposed that when the award is less than \$600 the right of appeal shall be abolished.

Farmers and other landowners will therefore see that if this bill is to become law all their claims will be completely within the control of the board appointed by Mr. Fleming and his advisers, and presumably within their control and the control of their ally, Mr. Gould. Of course, the retrospective clauses of this bill are particularly objectionable, but even without them the whole purpose of the legislation is in itself defensible.

Why should the government suddenly propose to take away the rights of land-

holders in this fashion, presumably at the bidding of the railway company whose relations with the government are now undergoing scrutiny?

Having in mind the fact that the forebushes bill was defeated at the last moment, after it had been hurried through its first and second readings, what will the people at large think of this new invasion of their rights and liberties?

Will this bill, like the other, be withdrawn under fire and without even an attempt at reasonable explanation?

THE GOOD SAMARITAN.

A writer of an old book gives a revised version of the Good Samaritan. It runs as follows: "A certain proportion of the people who passed by the crippled seller of shoe-strings bought from him, telling him to keep the change. A certain other proportion thought to themselves that such beggars ought to be kept off the streets, and went their way. Another proportion really did not perceive him, merely accepting him as part of the street surroundings. One man brought him to the attention of the Associated Charities, where he found friends and resources, to give him the chance he needed. Which now of these three, thickest thou was neighbor to him that fell by the way?"

It is becoming doubtful if even the efforts of the Good Samaritan can alleviate distress or solve the problem of poverty. His efforts will at least require to be supplemented by policing the road between Jerusalem and Jericho.

That unfortunate traveler would not have needed assistance if he had not fallen among robbers. The Associated Charities of the city of London last year dispensed an income of little less than fifty million of dollars. Added to other charities there are the charities dispensed directly by the churches. An enormous stream flows from the rich to the poor. Reports tell of 25,000 children fed in one winter by one mission; over a million men received coats and bread from another; in a third to all comers is a free night-refuge. What Charles Booth calls the "atrocious system," in which one church tries to evade another with dole versus dole and treat versus treat, brings the problem of poverty no nearer solution, and that it does more harm than good is the verdict of all who are familiar with its results. Charity of some kinds does not cover but often causes a multitude of sins, and there is often much cruelty in its kindness.

Two generations ago, Edward Deacons, a son of the Bishop of Salisbury, went to live in the East End of London to study for himself at first hand the problems of the poor. Shortly afterwards, in a letter to Dr. Chalmers, he said: "I am beginning seriously to believe that all bodily aid to the poor is a mistake; whereas by giving them a chance to keep themselves crooked. Build schools, pay teachers, give prizes, frame workmen's clubs, help them to better themselves, lend them your brains, but give them no money except what you sink in such undertakings." In the next year a society was formed to act upon these principles, and the whole system of organized charities that has spread its network throughout England is a result. But today it is almost impossible to see the forest on account of the trees, and the system threatens to sink in a sea of common alms-giving.

The disease needs a more radical cure than philanthropy and a more sympathetic one than legislation. It was Dr. Patten who elaborated the idea in "Who is the Good Neighbor," that what the poor need most from the well-to-do and cultivated classes is not more neighborliness but better citizenship; not so much an altruism of volunteer personal service as an income altruism, which will create more favorable conditions of living; not so much personal sympathy for the misfortunes and hardships of some one family, valuable as that is, as an intelligent understanding of the misfortunes and hardships which many families encounter, and an effective sympathy with them in their attempt to rise to the level in which those misfortunes will occur less frequently and those hardships will be less in evidence.

The whole problem has to be related in simpler terms before it can be solved. Individuals have given their time and their money, and their failure to reform conditions is notorious. Society must do what societies and individuals have failed to do. Poverty is the prolific mother of many evils. "A glut in the market" has never meant anything more than that multitudes of people are too poor to pay for the food, clothing, houses, books and opportunities that are waiting for customers. It is becoming more and more clear that the industrial problems that now perplex society can be solved only when the masses are no longer perplexed and depressed by poverty.

AN EXECUTION.

Yellow Journalism in the United States has an inviting topic in the execution of the four paid murderers who killed Rosenthal the gambler. The last scene in their miserable lives will be exploited to the last detail by the yellow newspapers of the great American states. But for once this yellow journalism may serve a useful purpose, for as the ghastly story will be read with the sharpest attention by hundreds of thousands of criminals, actual and potential, it will be carried home to them that the arm of the law is indeed long, and that death by electricity after prolonged imprisonment comes in its grimness form.

These hired assassins, when they were arraigned in court, proved not to be particularly ill-looking men, as men go in the crowd, and certainly they were of rather poor stature by no means formidable in any way in appearance. The

underworld, during their trial, gave them a period of mingled hero-worship and execration. They enjoyed their notoriety to the full, until it began to dawn upon them that the forces of the law were pushing them slowly but inexorably into the death chamber. In betting circles, it is related, odds were freely offered that they would not be killed, and no doubt they themselves believed for a time that the betting chances favored some form of commutation. But every resource failed, and yesterday the hunted half of the underworld, and thousands more who live by their wits and whose triumph it is to cheat the law in one way or another, had one more impressive object lesson when they read that the sovereign state had snuffed out the lives of the miserable gamblers.

There is much discussion today about capital punishment, as to whether it is justifiable on any grounds, as to whether it really deters, as to whether it ought to be recognized in a Christian civilization. The incident of yesterday will tend to remind some at least that in dealing with certain classes of criminal intelligence the taking of life by the state may be for some time yet to come the most effective method of impressing upon living criminals, actual or potential, the fact that the man who takes life must hazard his own, and lose in nine cases out of ten. For all that, it must be a matter of general regret that our civilization is still at a stage where the death penalty is retained as a necessity. Civilization should do better than that.

INVESTIGATE NOW.

The public wants the whole truth, and it will be content with nothing less. The people of New Brunswick are now unquestionably asking that the government should quickly designate a proper tribunal to investigate not only the timber bonus charges but the equally grave charges in connection with the Valley railway, and that this tribunal shall go to work without delay and shall seek to bring out every fact bearing upon the situation outlined in the Dugal charges.

The case is much bigger than the reputations of individuals who are involved, although it goes without saying that their rights and reputations must have every legal safeguard and that there must be no advance judgment of them. What the public expects is prompt action and a full and free inquiry, shorn of technicalities devised to shut out any relevant testimony.

The whole conduct of public affairs in this province is at stake. The fate of the government is a small matter compared with the task of placing the administration of public affairs and the handling of public revenues upon a plane above suspicion.

The indictment—there really are two, and they should be taken up together—is the most serious in the political history of the province, and those who have made any sort of public opinion for themselves cannot but be convinced that the vast majority of our people in New Brunswick would view with suspicion and with hostility any effort on the part of the government to railroad through the \$2,000,000 bond issue until the free and fair inquiry which is now expected is concluded.

In connection with this aspect of the case the public fully realizes the grave responsibility resting upon His Honor the Lieutenant Governor and is confident that he will discharge it with credit.

"LEFTY LOUIE"

The man who sheds blood with violence is odious to society, and he is slain for the public security. Society from the very beginning has been taught to react quickly against him. "Whoso sheddeth man's blood by man shall his blood be shed," was written very early and in enduring letters. But in modern society with its far-reaching interrelations and interdependencies, is the gunman so much more guilty than the embezzler, the corporation that neglects to defend a grade crossing, the owner who sends to sea an over-insured hulk, the man who placed at the centre of a spider-web of fiduciary relations, can imperil a thousand lives, pick a thousand pockets, or poison a thousand sick? The gunman is excessively primitive, and the reaction against him is also primitive, but we need a supplement to the Decalogue that will reach the high voltage slayer and punish the man who corrupts law-makers, debauches voters, and sins by syndicate.

Professor Ross, of the University of Wisconsin, said some time ago that the little finger of Chicane has come to be thicker than the loins of Violence. Chicane does not always fly, or indeed hardly ever flies the skull-and-crossbones flag at the mast-head, and it carries none of the insignia of turpitude, but the withers are wrung by it just the same. The hurt comes to that vague body the "public" and the public like the great giant it is, needs more the overt act against a particular individual. To prey on the anonymous public is comparatively safe, but the pin-head disturber who steals a watch or a loaf of bread finds justice swift and her vengeance sure.

Public opinion is slower in detecting crime and in demanding the machinery for punishment than ingenuity is in devising new schemes of fraud and deception. But we are fast moving in the right direction, and society is becoming more able every day to train its guns upon the large as upon the small offenders. The gunman is but the vermin of society, while the large offenders are the beasts of prey. The latter cannot be hanged; they have too many necks. But the finger of scorn is a much more cruel instrument of punishment than that which "Lefty Louie" was called upon to face.

THE FIRST ROUND.

The six men from whose number three commissioners will be chosen on the 28th inst. are Messrs. Wignome, Potts, Fisher, Agar, Russell and deForest. The striking feature of the primaries Tuesday was the remarkable vote polled by Commissioner Wignome, who not only led the way, but has to his credit more than twice the vote cast for the second man. Apparently almost every elector who went to the polls placed Mr. Wignome first on his list. It is a noteworthy demonstration of public confidence in the Commissioner of Water and Sewerage, and he will be most heartily congratulated upon it.

Messrs. Potts, Fisher and Agar run a very close race, there being but two votes between Mr. Potts and Mr. Fisher, while Mr. Agar was but little behind them. There may be a considerable shifting of votes and positions on the second ballot, for the votes cast for the defeated candidates will now be distributed among the remaining six, and how that distribution will affect each man is a matter for lively speculation. Besides, many who did not vote at all Tuesday will probably turn out two weeks hence. There will be some lively canvassing between now and the next polling day. In the case of Mr. Wignome it is all over but the shouting. Of the other five who are still in the running, all must be regarded as formidable until the next returns are in.

Officers will now begin better to appreciate the merits of the double election system. Those who are really interested in good civic government ought to have no difficulty in selecting three men, from the six still in the race, who will make safe and progressive officials. The thing to do now is to support the soundest men, to disregard individual ambitions and vote for St. John. The men who are to be chosen have serious and important tasks ahead of them. They will need good judgment, public spirit, and integrity if they are to serve their fellow citizens well. A thoughtful and unprejudiced examination of the merits of the remaining candidates is now the duty of every elector. Nothing should count but fitness.

GO TO THE BOTTOM OF IT.

The Premier of this province stands charged with the extortion of large sums of money from the holders of timber limits. The public wants the evidence—of all the facts without fear or favor. That comes first. But that is only the first indictment. Members of the government are charged with compelling Valley railway contractors to grease their palms before certain contracts were formally awarded. That is the second indictment. It, like the timber bonus charges, must be shown to be true or untrue.

Until these charges are tested by sworn testimony before a tribunal such as will command public respect and confidence, the people of the province will not be satisfied. A majority of the people trusted this government. The whole province must know to what extent that trust was warranted or was betrayed. An attempt is being made to persuade the country that it will be safe to go on with this Valley railroad bond guarantee of \$2,000,000 provided there is an investigation later on. The country knows better. The time to investigate both the timber charges and the Valley railway charges is now—before the present government has diverted another dollar, in money or in credit, from the public treasury. It is a disgraceful and an impudent proposal to suggest that a government which is resting under grave charges should saddle the province with a \$2,000,000 mortgage before it has shown that its hands are clean. No doubt the Conservatives have decided to abandon Mr. Fleming in the hope that by so doing they may be able to deliver the goods to Mr. Gould in the matter of the \$2,000,000 bond guarantee. And the men who are now trying to force this guarantee through the House actually try to justify their course by quoting Mr. Fleming, whom they have thrown overboard, or who is enjoying a belated leave of absence!

Our Ottawa despatches of Thursday morning relate that in the House of Commons yesterday Hon. Mr. Emmerson asked the government if it were true that there had been an order-in-council passed giving \$2,000,000 to build the Valley railway bridges. Hon. Mr. Foster replied that while "a proposition" of this sort had been laid before the government, no order-in-council had been passed; the matter is merely "under consideration." Mr. Foster speaks plainly. "Where does that leave the voters at the moment?" he asks. "Is the \$2,000,000 certain? This is important, but it must be considered by itself. It has nothing to do with the \$2,000,000 guarantee. In fact, the more money the federal government gives for the bridges the less excuse is there for railroading the \$2,000,000 through the New Brunswick Legislature. Time enough when the people are told what has been done with the millions already provided to build the railway.

The public will keep in mind that the timber charges and the Valley railway charges are equally grave, and that both must be proved. No half-way measures will do. Let the probe go to the bottom in both cases, and without delay. The public regards delay with suspicion, and this suspicion will naturally fall upon those within whose power it is to order an investigation. An impartial tribunal is needed, and it should get to work quickly.

THE ANTIQUITY OF THE BAGPIPES.

Highly as the harp is regarded in Ireland it was not always the national instrument. The bagpipes were first in favor. Vincenzo Galili, a noted Italian musician, wrote in 1681: "With the bagpipe the Irish accompany the dead to their graves, making such mournful sounds... as to invite... almost force—the bystanders to weep." "To his sound," he remarks, "this unconquered

herce, and warlike people march their armies, and encourage each other by deeds of valor." And the pipers always marched in the van regardless of danger.

Today the mention of the bagpipes always calls to the mind a vision of the Scots Highlanders, and many of the uninitiated whose ears are not attuned to its sounds can easily understand how it would force tears; but in the early days the use of this instrument was almost universal. It was for thousands of years a favorite in all parts of the world, while the Scots and Irish alone have had the good sense to cling to its unique charm. The Egyptians used it when the Hebrews were making their bricks and cornering their food stuffs, while Chinese tradition makes it the oldest instrument in the Celestial Empire. The archaeologists have discovered an ancient Hittite alai, dating back a thousand years before the Christian era, on which a player of this instrument is sculptured. Nero played it, if not when Rome was burning, then on many other occasions, and the Piped Piper of Hamelin could charm with it not only rats and children, but trees, like Orpheus with his lyre.

Its antiquity is as firmly established as is the fact of its beneficent and extraordinary influence. The medieval artists pictured it as one of the celestial instruments played by angels, and a Swedish ecclesiastic of the sixteenth century says that the shepherds employed bagpipes to induce their flocks to come together and feed with relish. It was supposed in many countries to influence the action of animals, and comic pictures of pigs, bears and other animals playing upon this instrument attest its vogue in the Middle Ages.

The recent revival of interest in folk-tunes, which in the majority of cases have been fashioned by the bagpipes, is becoming a factor in reviving general interest in pipes and pipers. There are still twenty-one pipe bands in the British army, and the chances are that many of those which have been abolished will be restored. The second drone of the bagpipes is the beginning of all harmony in music, and if war must be, the penetrating quality of this instrument commands it for war beyond all brass instruments. Vernon Blackburne, an accomplished English musical critic, wrote shortly before his death about "the cry of the pipes and the immeasurable sadness of the Scottish tunes... the pedal note is a long monotone of grief, an enduring moan for the thing that has been." And he says in conclusion:

"Such music as this once played and on this instrument, once more, in its gloomy and magnificent completeness, shows that in the mourning for the dead Scotland triumphed upon the attainment of the culmination of her musical art."

RIGHT OF WAY LEGISLATION.

An interview with Attorney-General Clarke is published by the Globe and the Standard, in the course of which Mr. Clarke in general terms defends the bill introduced at Fredericton to amend the N. B. Railway Act. The Telegraph referred to this proposed legislation in some detail a day or two ago, and the objections it raised to the bill are said to be valid by lawyers who have examined the bill and whose interpretation of it is quite as good as Mr. Clarke's. Moreover, these lawyers are not members of the government of the day, and they are not interested in attempting to show the public that the government has not fastened a second piece of legislation quite as dangerous and vicious as the famous Forebushes Bill.

The interview with Mr. Clarke does not attempt to answer the objections raised by the Telegraph except in one instance. He says: "The bill does not take away the right to appeal from the decision of the arbitrators nor does it take away any other rights which the property owners have enjoyed."

This is the merest quibble. The bill does not take away the right to appeal, but what it does do is to remove the protection which the landowner has under the present form of arbitration by enabling the railway company, or other corporation, to appeal before a single Judge of the Supreme Court of New Brunswick and thence onward if necessary to the Supreme Court of Canada and the Privy Council. Moreover, the new legislation would mean that there would be no appeal in cases of amounts less than \$600. Mr. Clarke omits to mention the vicious retrospective clauses of the bill, which, in view of pending litigation, are in themselves sufficient to stamp the bill as reckless and unjustifiable.

If this bill should be pressed it certainly will be fought, and if it is passed the government of the day will only have succeeded in piling up new difficulties for itself. Under present circumstances the proposed legislation will be interpreted as something cooked up between the government and Mr. Gould. Its appearance at this time, together with its remarkable provisions, certainly invite the sharpest form of challenge.

NOTE AND COMMENT.

The public would welcome a royal commission of judges of the Supreme Court. No doubt the government will declare the form of the tribunal tomorrow night.

Watch Fredericton. The public interest is more important than the fate of governments. There are times when it is necessary to avoid either concealment or delay.

Mr. F. B. Carvell, M. P., is at present the target for considerable vituperation from the more violent Conservative papers. It is not charged against Mr. Carvell by any reputable person that he has been guilty of unworthy conduct either as a lawyer, as a member of Parliament, or as a citizen. His present offence is that he is identified with the in-

vestigation of the timber bonus and Valley railway charges. If the Dugal accusations are proved with the assistance of Mr. Carvell he will have done this Province a noteworthy service and all honest men will recognize it. Abuse from a certain number of the defendants is, of course, to be expected.

The Standard says: "The party in power in New Brunswick has kept itself absolutely clean, and therefore is in a position to welcome the fullest possible investigation." Investigation is, of course, now unavoidable. The Standard may be in a better position to issue assurances as to the state of the party after the investigation is over.

It is now asserted by the government press that on Thursday, April 8, Hon. Mr. Fleming, Minister of Lands and Mines, was not made last Thursday, the investigation of the charges made in the House. Accordingly an order-in-council was passed, appointing Hon. George Clarke acting premier, and Hon. J. A. Murray acting minister of lands and mines. "When asked why public announcement of the action of Premier Fleming was not made last Thursday," the acting premier, Mr. Clarke, said he had supposed that the clerk of the executive council would make a report to the press, and had not noticed that nothing in the papers till his attention was called to the matter by another member of the government."

This "news" was published only Wednesday. Mr. Clarke is a newspaper man and a lawyer. Does he not think it a trifle strange that from April 9 until April 15 he remained wholly oblivious to the fact that no announcement of the "leave of absence" had appeared in the public prints? The Hon. Mr. Clarke must have been preoccupied.

Mr. Borden's Misrepresentation.

(Toronto Globe). It is not a pleasant thing to charge the prime minister with willful and blatant misrepresentation of the facts, but when he backed up Mr. Reid's infernal statement that the country would have to foot a large annual interest bill during the first seven years of the lease and a smaller interest bill over and above the rental to be paid by the G. T. P. during the last three years of the lease he either stated what he knew to be untrue or he has not grasped the significance of the official statement that the N. T. R. has been financed chiefly from current revenue.

The country will not have to pay interest on the difference between \$181,000,000 and \$228,000,000 during the currency of the lease, for the simple and sufficient reason that the country owes no interest to anyone on the greater part of the money spent upon the railway. The will talk about the house when the mental interest burden crippling Canada for a generation has no foundation in fact. Mr. Borden, in giving it contentence, is not only falsifying the record, but he is injuring the national credit abroad at a time when every Canadian should be pointing with pride to the strength of our financial position as a people.

What are the facts about the cost of the N. T. R., the best built line that crosses Northern Ontario and Quebec? Up to Dec. 31, 1913, it had cost \$140,963,144, according to a return to parliament made by the government. Of this total no less than \$95,592,237 had been paid out of the current revenues of the country as the work proceeded, and only \$45,370,907 had been met by an issue of government securities upon which interest must be paid. It is estimated that the total cost of the completed road ready for operation by the G. T. P. will be \$161,807,800. Let us suppose that the entire \$200,000,000 required on Jan. 1, 1914, to complete the road will have been raised by bonds after the G. T. P. begins to operate will be that the country will get no dividends on \$95,592,000 of its own capital invested in the road and will have to pay interest on \$200,000,000 borrowed for construction.

After the first seven years, if the G. T. P. is required to pay interest at three per cent on even the "marked down" cost of the road as shown in the Stantum-Gutierrez report, the government will receive from the G. T. P. \$2,000,000 a year. Allowing for the accumulated interest on the actual debt of \$200,000,000, which at the most would amount to less than \$18,000,000—the country would have to pay out about three and a half per cent on \$200,000,000 of debt and accumulated interest, or \$28,000,000 a year. This would leave a net amount as the dividend on public money invested in construction of \$800,000 a year.

It must be remembered this is the worst possible showing. The Globe believes that the G. T. P. will be quite able to pay three per cent on \$180,000,000 of capital as computed under the statutory requirement. In that event the people of Canada at the expiry of their first seven years of the lease will receive from the G. T. P. \$5,400,000 annually, which sum, after meeting the charges on borrowed capital and accumulated interest, will yield a dividend of \$2,600,000 a year to the public treasury as a return for the surplus revenues invested in the construction of the railway.

Does Mr. Borden know of any other instance in the history of the dominion in which public money invested in either a publicly owned or a privately owned transportation enterprise is carrying dividends for the taxpayers? What is the return to the treasury from the Intercolonial? What from the canals? What from the vast sums given to the C. P. R. in completed track, land grants, and money subsidies? Not one dollar in any single instance. Yet by the Transcontinental agreement not only will every dollar of interest on debt actually issued be paid by the G. T. P., but the country will obtain a substantial annual dividend on the surplus revenues of the dominion devoted to construction under these circumstances it is dishonest in the extreme to suggest that the payment of interest on the N. T. R. construction bonds will mean that the country will be paying more than its share for many years. The N. T. R. is an asset, not a liability.

No Bowing and Scraping.

A country Squire invited a Socialist to visit his estate and see what he had done for the villagers. As they drove about the men talked their hats and the boys and girls "bobbed" and curtsied. Presently they passed a man smoking his pipe who took no notice of the Squire. "Ah," said the Socialist, "That's the sort of man for me! No bowing and scraping!" "Yes," replied the Squire; "That's the village idiot!"

One of the new high-backed collars actually suggests the calla lily.

LETTERS TO THE EDITOR

THE HAZEN PLATFORM OF 1908.

To the Editor of The Telegraph:

Sir—The third plank of the Hazen platform of 1908 reads as follows: "We will repeal the present highway act and enact a new law in its place, which will vest the management of the roads and the appointment of all officials, absolutely in the county councils."

For the sake of illustration take the parish of Simonds, in this county because it is the nearest, and note all the information granted by the government to the expenditure of money paid by the government, for the roads in this parish.

Questions were asked as to the money paid highway officials last year by the local government, and to whom these officials paid the money and for what roads. And this was the information given in the case of the parish of Simonds:

St. John County Secretaries Highway Board.

G. Earle Logan, parish of Simonds, \$2,861.08

St. John County Supervisors.

John A. Robinson, parish of Simonds, \$2.50

W. J. Jones, parish of Simonds, \$61.59

Geo. M. Johnston, parish of Simonds, 410.48

James J. McKeen, parish of Simonds, 156.23

J. K. Daley, parish of Simonds, 850.99

Wm. McKee, parish of Simonds, 121.17

Wm. S. Lang, parish of Simonds, 85.00

Arthur W. Rankin, parish of Simonds, 149.97

George Kerr, parish of Simonds, 65.00

For the information of the people who can get as to how their money is expended on the highways. Many of the inhabitants of Simonds say the roads were never in such a bad state as at present.

And pray, who is this G. Earle Logan, against whose name stand \$2,861.08? He is the junior partner of the firm of Baxter & Logan, Builders in this matter the county, in which is the said parish of Simonds.

Comment is unnecessary.

St. John, April 18, 1914.

THE EQUAL OPPORTUNITY.

Sir—A regrettable incident occurred in the local legislature the other night. The opposition consists of only two members of the opposition, a highly respectable man, sent by a large majority to represent the interests of his constituency, and a member of the house who, after a labored attempt in a few broken, halting sentences in English, courteously asked permission of the speaker to conclude in his native language. The speaker refused, saying while there was no rule, there was precedent to the contrary and he would have to act on the precedent. The speaker must have seen misfortune as to precedents in this matter, this being the first session he has acted in this capacity. All frequenters of the house for years know the precedent to be that a speaker is to be in his own language, the spirit of British justice and the many instinct of fair play asserted itself, and the house was again the stigma of a denial of free speech in the legislature of a British province.

Yours, etc.

FAIR PLAY ALL ROUND.

St. John, April 18, 1914.

ONE FROM URBAIN.

To the Editor of The Telegraph:

Sir—I hear the high master at Hotawa he's going to make one big chase on the Richibucto fish boat crew this summer. Well, if he does the crew one good job. I told you because me and Phileas we want to go for fish the macro on big gully next summer, and we're kind of a scare after last summer's experience. We went on the big gully last summer for fish. When we got about three miles out she started to blow some I told you. Well, we turned round for big gully when he came near of the boat she upset. We have hard tam I told you after we crawl on the bottom of the boat and drift inside of big reef. I say never mind Phileas we soon be saved, the life boat crew he soon come. What do you think Phileas he say. It was kind of a droll. He say, No, Urban, he might come here next winter on the ice to fish the smelt, but this summer I hear Mr. Robidoux our member from Kent make his Bug and say he can put Baby in that life boat, but he will make one big mistake when next election she come.

URBAIN.

Little Aldyne, Kent Co., N. B.

April 11, 1914.

ABE MARTIN