

THE SEMI-WEEKLY TELEGRAPH

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Semi-Weekly Telegraph

ST. JOHN N. B., DECEMBER 18, 1907

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! No deals!

"The Thistle, Shamrock, Rose entwine, The Maple Leaf forever."

DR. PUGSLEY'S POSITION

That Dr. Pugsley must tell his fearsome story becomes increasingly clear. If he hoped his vague threats about exposure would intimidate the opposition and lead to a truce in Parliament, such as that which followed Mr. Fowler's threat of last session, he must now see his mistake.

Dr. Pugsley's position is different. Mr. Borden challenged him in public as soon as he heard of the Fairville speech. In the House the Conservatives have repeatedly besought the Minister of Public Works to make good. Mr. Kemp's invitation was remarkably pointed. It was almost brutal. Yet Mr. Kemp only echoed the opinion common throughout the Dominion, that Dr. Pugsley had gone too far to retreat, that he was bound as a man, as a member, and as a minister, to leave the backland of hints and come out into the open of definite assertion from his seat in the House.

His present position is undignified, and it is becoming impossible. Had he been able to inspire fear in the ranks of the opposition by his threats he might claim that he won a temporary party advantage by a device of more than doubtful propriety. But the leader of the opposition and all of his followers, instead of avoiding the terrible Minister of Public Works, are calling upon him to speak out, and plainly. Facing the House and the country, bluffing tactics will no longer serve. He must make good his words or stand definitely discredited at the bar of public opinion.

READY FOR THE FIGHT

In Charlotte county and in Lancaster last evening the local opposition held lively, well attended, and interesting meetings for organization purposes. In Lancaster, where delegates were chosen for the approaching county convention, the Robinson government was the subject of telling and extended criticism, and the spirit of the meeting was one of aggressive confidence.

In Charlotte the convention named candidates, adding Dr. Taylor of St. George to the strong opposition delegation already in the House, consisting of Messrs. Clarke, Grimmer and Hart. This is a ticket which the government cannot successfully meet. The present members have given the county sterling service in the Legislature, and it will be expected that Dr. Taylor will be elected to make the delegation solid.

Many opposition speakers have recently pointed out the difference between popular feeling toward the local government now as compared with 1903. Certainly it is very noticeable. The government is weak and the number of its sins has increased rapidly since the last general election. The highway act fiasco has had its effect everywhere. The financial position of the administration, the questionable Central Railway business, and the union of neglect and incompetence in the conduct of public affairs have arrayed the public spirited men of both political parties against the Robinson government.

Mr. Blair saved the day in 1903 for Messrs. Tweedie and Pugsley. Dr. Pugsley will find it a much greater task to save the day for Messrs. Robinson and McKeown when the next contest comes.

THE MARITIME OPTIMIST

"We are hopeful because there are other hopeful people. For instance, G. E. 'our Co., Ltd., writing under date of 11th inst. say: 'We think the eastern end has no reason to get discouraged. Things have been

steadily improving for the past ten years, and it will do us all good if there is a general outburst of credit for a bit. We are too apt to overlook the advantage of not doing any more than one's capital will reasonably admit of.' There are others who speak in the same strain (and it does good to hear them) Mr. W. S. Fisher, of St. John, among others, who says that the resources of the Maritime Provinces are greater than most of us realize and that we are only on the edge of their development."

These are specimen paragraphs from the Maritime Optimist. The Optimist is described as a paper within a paper. It is a feature of the Maritime Merchant, and a very good one. Its purpose is to radiate sunshine, to remind people of the silver lining behind the cloud, to point out that while there are some reasons for kicking there are more reasons for rejoicing. "We are hopeful of a greater export trade through the Maritime Provinces," says the Optimist. "We think the time is measurably near when the British West India colonies will give a preference to goods imported direct from Canada. This would mean that both winter and summer there would be a larger trade for Halifax and St. John—more traffic, perhaps, than the present railway facilities could take care of, which makes us glad that the G. T. P. is coming along to help the situation. The new French treaty, which requires French goods to be imported direct to enjoy the benefits, may also help to swell the traffic through our Maritime ports, particularly in winter."

The Optimist will be popular. The country needs less growing and more boosting. Few neglect an opportunity to growl; but many neglect the chance to boost.

A "WAR SCARE" BUDGET

Tokio's sources of information are as good as any the world over. Accurate knowledge about Russia, gathered in many ways, chiefly secret, was one of the explanations of her success against the Slav. Just now Japan is doubtless learning a great deal about the United States. Officially Japan does not care a button whether Uncle Sam keeps his thirty armored ships of war in the Atlantic or sends them around the Horn. In reality Japan is inquiring all about it in many different ways. And the Americans have given the Japanese much to think about. If the President's message was aggressive, some of the American comment upon it is distinctly bellicose. The New York Sun, eager to prove Mr. Roosevelt a dangerous man, quotes this portion of a recent newspaper despatch from Washington:

"The President's message is at first reading, when taken in connection with the enormously increased estimates for the army and navy. The idea is presented by administration officials that in the preparation of these estimates the government found itself confronted with possibilities of conflict with a strongly entrenched nation."

If Tokio, or Washington, is seeking further particulars, the New York Sun is ready to furnish them. "There need be no beating about the bush," it says; "the strongly entrenched nation which administration officials have in mind is Japan. But in modern battleships in commission we have already a striking advantage and we also have a superior reserve of strength. Congress must consider the recommendation of four new modern battleships for this year, which should cost \$25,000,000 in round numbers; but what shall be the basis of necessity, or the exigency, to justify the appropriation? Shall we add four great ships to the fleet because 'The Hague conference failed to agree upon a limitation of armaments, or shall it be because the appropriations wanted are a 'war scare budget'? If the latter why should we be scared?"

The Sun says only Great Britain has a more powerful homogeneous fleet of battleships than that which is now being sent to the Pacific. Why is Mr. Roosevelt calling for more, and in a hurry? "A year ago," says the Sun, "the President was so well satisfied with the condition of the naval establishment that he recommended the addition of one modern ship a year." His opinion of our sea power is already obsolete. He now says (in his message): 'In my judgment we should this year provide for four battleships.' Nothing but Dreadnoughts, will, of course, satisfy him. Accordingly an extra large appropriation is wanted for the navy, no less a sum than \$110,483,077. The President cites the failure of the Hague conference to limit armaments as a reason why we should add at once and liberally to our battleship fleet. In Washington they call the army and navy estimates the 'war scare budget.'"

When he opened the Jamestown exposition last spring, and welcomed the representatives of all nations who attended, Mr. Roosevelt reserved his most flattering words for the delegates from Japan. The language was that of admiration and affection. But we are reminded of a phrase he made famous in one of his messages: "Walk softly, but carry a big stick." The velvet tread has been forgotten, but the big stick is in evidence. Japan is a nit country, but exceedingly well interested in, and wonderfully well informed about, what is going on in the United States both on the surface and beneath it.

THE LOCAL SITUATION

Whatever comfort last night's convention may give to local government supporters in the county, it will give none to the managers who are now seeking for material to form a government ticket in the city. As was expected, Messrs. McKeown and Lowell are to be the county candidates, which means that no persuasion has sufficed to induce Mr. McKeown to lead the city ticket. The place of danger is said to be the place of honor, and as the city is the place of danger and Mr. McKeown is St. John's representative in the Robinson cabinet, the hope was that since he was wearing the commander's

uniform he would place himself at the head of the government forces where the fight will be hottest. But Mr. McKeown clearly believes the county is the place of safety. It is not particularly safe, to be sure, but compared with the city it is a bomb-proof cellar. The Attorney-General will lead the city ticket the day of its eloquence, but he will not expose his political life as a member thereof. This does not please the government managers or the prospective city candidates. The government will give no other portfolio to this section, and, as the portfolio Mr. McKeown has constituted the party's chief asset heretofore, the opinion is obstinately asserted that Mr. McKeown should take pot luck along with the other victims, in the city.

If we may judge by the hint given by the Premier Friday night the elections are to come soon. Mr. Robinson says little, and the habit grows upon him. It is little to be regarded as indicating timidity or a lack of something to say. The chairman of the meeting, however, was not so reticent. He spoke up like a man, saying that aid would be forthcoming from Dr. Pugsley, Mr. Emmerson and other Federal sources. He did not say that the government's chief hope now lies in the efficacy of this aid rather than in any strength of its own, but that is the obvious fact. Men who would have been glad to accept a local government nomination here in 1903, or earlier, could not be induced to consider the question today. They do not like the outlook. The government needs more than anything else at this moment, a strong man, a very strong man, to head the city ticket. Several possible candidates are "mentioned," but the man needed is not visible. The search will continue, but the convention is at hand and there is little hope that a volunteer of the requisite stature and recklessness can now be discovered. In politics strong men like to "sacrifice" themselves for the party when there is a good chance to win.

THE C. P. R. AND THE B. & M.

It is most improbable that there is any valid excuse for the story that the C. P. R. may control and operate the Boston & Maine railroad. New England journals grasp at any rumor suggesting the transfer of Canadian business to American ports in increasing volume, but the more sensible of them know that the tendency now is the other way—that Canadian transportation and Canadian sentiment have in view further development of the plan for handling more and more Canadian business through Canadian ports. This country has hesitated to adopt aggressive policies in this matter, such as would invite retaliation; yet this country does not believe our neighbors would keep up retaliatory tactics which would not pay, much less those which penalized many powerful home interests. We have not abandoned the idea that the preference on British goods should be confined to business done through our own ports. That plan is very much alive, and it is to be revived upon the completion of the Grand Trunk Pacific.

The Boston Transcript, while it speaks of the C. P. R. as needing an ice free port, forgetting that St. John harbor is always ice free, realizes that the Canadian road would scarcely think seriously about acquiring the Boston & Maine, since its freight business through Canadian ports, and at Canadian ports and it could not afford to change to American harbors, or even to divert to those harbors any serious percentage of the freight now handled here. Indeed the tendency, as has been said, is all the other way. The Transcript has this to say of the rumored railway deal:

"From a transportation point of view, the acquisition of the Boston & Maine (by the C. P. R.) would be in the lines of natural progress. Boston would give the consolidated system an ice free port at the natural centre for all eastern Canada, and would besides bring to Boston direct connection with the West through to the Pacific Ocean. The Canadian road's financial condition, moreover, is peculiarly strong. Its stock has held up remarkably well in the recent crisis, and its general backing is such that it might reasonably expect to make an invasion of New England railroad territory. But this is not one side of the story. This is not the first time that the Canadian Pacific might have acquired a road into this port. The old Boston & Lowell was at least once within its reach. The reasons for its declining in the past to make Boston its great eastern terminus are not less operative today."

"The Canadian Pacific is a government institution to an extent little realized on this side of the line. The same grants and subsidies which are promoting its progress are also directed toward the building up of Canadian shipping and of Canadian ports. The road is really an agency of the Canadian government for comprehensive home development. It could hardly afford to face the protective spirit on the Canadian side of the line by an alliance which would make an American city its great eastern terminus, building up trade and commercial connection here at the expense of Canadian ports which are equally with the road itself the object of the government's care and solicitude. For this reason it seems unlikely, on the face of it, that the competitive interest to which Mr. Mellan refers in the Canadian Pacific Railroad."

"The substitution of the report will thus be availed with the greatest interest. If either of these railroads in question proves to be a bona fide purchaser of the Boston & Maine—as is of course possible—it will constitute a striking chapter in railroad and industrial history. And, of course, there may be another customer still, although its identity is not at once clear. Until the public knows of the direction into which this block of stock is going it is premature to discuss how it should like such a merger as either, or any, of these transfers would constitute, or how either, or any such merger, would compare with the wedding of the Maine system with the New York, New Haven & Hartford, now on the books and awaiting the action of the legislature. Mr. Mellan's

statement, given out this afternoon, affords no information of the sort that is preliminary to an intelligent discussion of the question. The general impression in New England apparently is that the story was set afloat to influence the Legislature.

STILL SILENT

Dr. Pugsley does not know what to do about it. His Fairville indiscretion greatly annoyed government supporters last September, and his failure to sustain the charges at which he hinted is now a source of weakness and irritation to the government. Mr. Lavergne's reference to Dr. Pugsley's position, made in the debate during which Mr. Kemp spoke, is fairly representative of the view common in Parliament and the country today. "I hope," said Mr. Lavergne, "that no technicality will prevent the Minister of Public Works from saying what he would say. He should not wait to be forced, but if he won't speak he should be forced. Prominent men are accused of many things without the shadow of evidence being brought. If Mr. Pugsley knows of any corruption it is his duty to bring the matter to light."

Mr. Kemp made it clear, that far from fearing what Dr. Pugsley may say, the Conservative party is demanding that he speak out. Mr. Kemp said in concluding his powerful speech: "So far as I am concerned, and I believe any other hon. member on this side of the House, we desire to see him go to the full length. It does not make any difference whom this hits, be they high or low, be they in this House or out of this House; we want to see this matter brought to light, and we want to know what there is in it. If the hon. gentleman refuses to go further, if he is satisfied to make insinuations in the way he is taking steps to make his position good, I cannot but feel that he is condemned before the country for making statements which he knew were not true. Sir, he has talked of these things on the hustings; he has sat in this House like a whipped spaniel, not daring to open his mouth. He is now, Mr. Speaker, at the bar of public opinion, and let him abase his name."

Dr. Pugsley, in speaking of the matter last evening in the House, complained that the opposition members are pressing him somewhat roughly, and intimated that he would not allow any man to compel him to speak. The weakness of this is clear enough; for after Dr. Pugsley spoke in Fairville it became plain to the public that, if he knew what he knew, he was in honor bound to proceed to proof. His own words at Fairville and in other places show that he cannot now claim the right to be silent. And so long as he is silent Parliament and the country will conclude that he cannot make good the threats he employed.

A GREAT DISCOVERY

At fairly regular intervals the New York Herald discovers some reason why the United States should complain about Great Britain. The Herald does not like the Anglo-Japanese alliance. It backed Russia during the campaign in Manchuria, and it believed the alliance made it easier for Japan to win. Japan just now is suspected in the United States. There is suspicion in Tokio due to many things, among them the transfer of the American navy to the Pacific. The Herald now comes out with scullion editorial seeking to prove that Japan is stealing British trade in the Far East, and that, therefore, Britain repents the Japanese alliance in sackcloth and ashes. The Americans believe they are going to lose much of their China trade to the new Japan. The Herald is thinking more about that than about the British position. It suggests that the United States may yet lead the white race against the yellow men: "The presence of a big American fleet in the Pacific may yet be hailed as a blessing by the English, and prove to be the safeguard of Caucasian supremacy Mongolian."

The Herald becomes somewhat excited over Britain's relations with Japan: "Blinded by her unreasoning and unreasoned dislike of Russia she failed to perceive that the conflict was more the outcome of racial animosity than of political differences. The brown race, represented by Japan, had entered the field against the white race, represented by Russia. From the standpoint of common sense European nations were bound to do the victory of Russia, as the triumph of the brown race could not fail to exercise an evil influence on the future of Europe's colonies in the East. England in particular, as the dominant power in India, where a handful of whites are called upon to rule millions upon millions of brown subjects, might have been expected to give all the material and moral support in her power to Russia, who was fighting the fight of the Caucasian race against the Mongolian. But once again she backed the wrong horse and is now paying the penalty."

This is really terrible. Without British assistance Japan swept Russia from the sea. The present expansion of Japan could only have been prevented by some such combination of the nations as that which robbed the Islanders of the fruits of their victory over China in 1894. The British have many treaties and understandings which are not popular in Washington, but if any one of them proves undesirable Britain will not fail to terminate the association. There is not the slightest evidence to warrant the assertion that she finds her relations with Japan dangerous, irksome, or unprofitable. Japan is believed to threaten American commerce in the Far East. She is on the spot. American hostility to Japan, by coming vociferous in the Herald's case, explains that journal's empty assertion that Britain has backed the wrong horse. The wish is pretty clearly father to the thought in the Herald's case. More than

that, since the Herald knows American sentiment, its attitude toward Japan is a suggestive revelation as to the value of the professions of friendship and esteem which are sent from Washington to Tokio just as Evans and his great fleet set out for the Pacific.

THE LOCAL GOVERNMENT AND IMMIGRATION

In an interview regarding the arrival of British immigrants for whom there is no employment in the country, Mr. James F. Robertson's position is thus set forth by the St. John Star: "Mr. Robertson has been interesting himself in the case now brought to his notice and is doing what he can to help the young men. But he feels that the action taken by the federal department in advising that intending emigrants should not come to Canada for the present might well be followed by the provincial government. He does not think it wise to keep on bringing people out here when under present conditions there is not sufficient employment for those now in the country. Mr. Robertson also urges that measures be taken to warn the unemployed in Upper Canada that they cannot improve their conditions by coming to St. John. Otherwise he fears that this city will find itself compelled to care for many sent here by false advisors."

Mr. Robertson's position is the logical one under the circumstances. The local government, however, may not be disposed to embrace his suggestion with any great enthusiasm. This government has an immigration policy, or rather, it has several—all of very recent manufacture. First there is the proposal of Hon. James Barnes that we need a supply of Japanese. The colleagues of Mr. Barnes have been silent as to this suggestion of the Kent county statesman, but no doubt they heartily endorse it. Moreover, it was announced recently that through the efforts of Hon. Mr. Pugsley, Premier Robinson and other, "farmer delegates," three in number, were to be sent at once from New Brunswick to England, Ireland and Scotland, to secure immigrants for this province.

The government is said to be about to appeal to the people. It has already repudiated its highway legislation. Is another great renunciation necessary? Must the Hon. James Barnes abandon in public his great idea about bringing over a lot of busy little men from the realm of the Mikado? Must the government give up the idea of sending farmer missionaries to England, Ireland and Scotland? If it should be done, and that promptly, but if the government keeps throwing away the planks on which it intends to appeal to the people it soon will have nothing to offer but the naked record of the administration. And that record, if short of all extenuating circumstances and of all fair promises, will invite defeat.

WHICH POLICY WILL PAY?

There is very general agreement among Canadian newspapers that this country should reject Mr. Roosevelt's invitation to put forward an export duty on pulpwood. It is not to be denied, of course, that in New Brunswick, as in Quebec and elsewhere, there is opposition toward any restrictive action, mainly among those who have pulp wood to sell, who look only to immediate profit, and who fear the loss of the American market would mean that they would be at the mercy of Canadian wood buyers. This view is put forward by a correspondent of Toronto Saturday Night, who sees in the proposal to restrict the export "an idea that will strongly appeal to the owners of a few pulp mills with limits from the provincial government of sufficient extent to make them independent of private owners, and in no danger of competition from American buyers, who could buy the wood from the unfortunate settlers by whatever price they saw fit to demand and charge the hated Yankees as much as they liked."

But whatever tariff measures this country may adopt should be framed for the benefit of Canadians, never with the idea merely of injuring the foreigner. If the restriction of the export of pulp wood is not for the benefit of Canadians, this country does not want it. The editor of Saturday Night reasons with his correspondents in this fashion: "The restriction of the export of pulp wood with which parts of the province is over-grown, wood to sell, and if it can be sold at a few cents a cord more to a buyer who will ship it out of the country than to one who will reduce it to pulp and finally to paper in the country—he wants that little gain, however great may be the total loss to the country at large. Having no personal interest in anything connected with the industry but the raw wood, he wants to sell the raw wood regardless of the interests of the country at large, and because this journal declares that Canada should use her natural advantages and draw the vast paper-making industries to this side of the border, and cause large towns to arise where now only a few houses cluster together, this reader sees nothing in the proposal except a scheme to benefit the capitalists of Hogtown. I am not one of the capitalists of Hogtown, but I would like to remind this correspondent of a few facts. Settlers in the United States with wood to sell to pulp makers had no outside buyers among them, as our settlers have had. Our settlers have had plenty of grievances, and have had hardships to put up with under existing conditions; why seek to perpetuate these conditions, when it may be possible by an aggressive national policy to plant paper-making industries in regions where towns may be otherwise never be? If an export duty be put on pulp and pulp wood, it will not be done to decrease the consumption, but in order to bring the whole paper industry into the country where practically all the raw materials may be found. As I said last week, the time is nearly here when the paper mills of the continent must be fed from this side of the border or come to this

side of the border to feed. Should this country draw these industries to herself, her settlers in the spruce belts would have no reason to regret it. The policy of forcing this line of manufacture into our own camp, is one that Washington has been teaching us by example these fifty years."

NOTE AND COMMENT

The story now is that the Pugsley patronage committee are wondering how Mr. Flood got that West India plum.

The civic delegation appears to have succeeded in securing the government's promise to permit us to go on living in hope.

We print on another page a letter from Mr. David Russell which appears in the Montreal Gazette of Monday. Hon. Mr. Pugsley will read it with interest.

Summing up a review of the business outlook, the Montreal Witness says: "The feeling of business men regarding the position of Canada both from a financial and commercial point of view remains optimistic, and there are those who are bold enough to predict that the coming year will be to this country one of prosperity and general advancement."

"If Mr. McKeown believes the government can win in the city, why doesn't he lead the city ticket?" That is the question government supporters are asking today. Mr. McKeown apparently can see no fun in getting himself butchered to make an opposition holiday. The significance of his avoiding the city at this time is not making it any easier to secure running mates for Mr. Lantulum and Mr. Skinner. Many are "mentioned," but it seems either that they are not anxious to run or that the managers are not anxious to have them run. Mayor Sears is spoken of, but the labor men and the corporations are "laying for" him, and he has other fish to fry.

"If we will always remember that we have the pulp wood which the Americans simply must get in some form or other, we will be able to keep ourselves from being jockeyed into a corner from which we may send out our raw material but not our finished product," says the Montreal Star. "The attitude of our government in any bargaining ought to be—free admission to the United States of all the finished products which are dependent upon our forest wealth for raw materials, or no bargain. That is, the Americans must be willing to admit our paper as well as our wood pulp free before we will even consider an agreement not to put an export duty on pulp wood. Nor should that concession settle the matter. It will then still remain a question whether we ought not to prohibit the export of pulp wood or wood pulp and so compel the transfer of the entire paper-making industry to Canada."

DESPERATE DEED OF FORMER CUMBERLAND COUNTY RESIDENT

James C. Fillmore, Fatally Shoots Wife and Then Kills Himself at Providence, R. I.—Couple Had Been Estranged.

Amherst, N. S., Dec. 15.—The News last night published an account of a shooting tragedy in Providence (R. I.), recently in which Cumberland county people are involved. The account which is taken from the Providence Daily Journal of Dec. 3, has the following: "James C. Fillmore, aged 52 years, about and probably fatally wounded his wife, Mrs. Etta Fillmore, aged 43, and made a murderous attempt upon Geo. W. Robblee, a grocer, and then took his own life by sending a bullet into his brain at the home of his wife just after a 12 o'clock yesterday afternoon."

Mr. Fillmore belonged to Millville and was a son of Watson Fillmore of this county. His wife was Etta Freeman, daughter of the late Daniel Freeman. She and her husband had been estranged. When Mrs. Fillmore last resided in Amherst, after leaving her husband, she occupied the residence over her brother's, A. M. Freeman's store, at the corner of Victoria and LaPlanch streets, where the Bank of Montreal now stands. She was a woman of exceptionally fine character and no fault for the estrangement was due to her. The second victim of the tragedy was the family grocer, who had just called to take an order.

Mrs. Fillmore has two sisters, Mrs. Baird and Mrs. Hoag. Living in this county, her brother, who formerly carried on a grocery business here, is now living in California. The family was one of the oldest and most highly respected in the county. The account further states that Mrs. Fillmore's chances for recovery are slim.

I. C. R. TELEGRAPHERS ASK TWENTY PER CENT. MORE PAY

Moncton, N. B., Dec. 13.—(Special)—A committee of the I. C. R. T. had a very satisfactory interview yesterday with D. Pottinger general manager of the government railways in reference to schedule matters. The wage increase is the most important consideration, the telegraphers asking an advance of about twenty per cent. Another interview will be held tomorrow and the committee will probably go to Ottawa in about a month to confer with the minister of railways.

The committee is composed of S. C. Charter, Point du Chene, chairman; A. Fraser, Ferrona Junction; D. Montgomery, Alberton; P. E. L. E. A. Jean, Riverview; J. A. Thiberge, Campbellton.

LETTERS TO THE EDITOR

[The opinions of correspondents are not necessarily those of The Telegraph. This newspaper does not undertake to publish all or any of the letters received. Unassigned communications will not be returned. Write on one side of paper only. Communications must be plainly written; otherwise they will be rejected. Stamps should be enclosed if return of manuscript is desired in case it is not used. The name and address of the writer should be sent with every letter as evidence of good faith.—Ed. Telegraph.]

LUMBERING AND FOREST PRESERVATION

To the Editor of The Telegraph: Sir,—Previous to the last general election for the local, in a letter to The Telegraph, I showed clearly the wise policy of the present administration in having the block lines run out, and also keeping our timber lands in the market until all those lands were disposed of, thus increasing the revenue therefrom fourfold. I also showed the great benefit of small timber, and the great need of a strong and effective policy on the part of the government to conserve our forests. Since then much has been said but little done to mend matters. We know of parties in the woods today that are cutting down to six inches, not on lands set apart for pulpwood, but on lands capable of producing a large growth of spruce and pine. There are some who cut with the government sale, but they are the exception to the rule. The lumbermen say: Give us perpetual leases and we will cut our lands right. In that they have had my sympathy for several years back. I think I can show conclusively that such a policy on the part of the government would be the best for the lumberman and the country. First I will say I am a lumberman, and I have obtained a perpetual lease on one of my lands today. I immediately go, or send word to all my men in the woods, to cut nothing under the present standard price. I am now going to cut just as I would on my own private property. I can now let the small trees grow, as I know that I can come back on those lands in the future. If I don't want to sell at a better price to someone who wants to buy. Someone may say, Why don't the government compel them to cut within the standard size? That is not so easily done, and I don't expect it will ever be done under the present system. Again, it is said, don't let them have perpetual leases, but let those lands be put into the market at the expiration of the present lease, and competition will be so great that large sums of money will be received for the government. I tell you, Sir, that as things go at the present there will be nothing left for anyone who has timber. Again, the would-be lumberman stands back and says, "No perpetual leases." He hopes to go into the market at the end of the present term and get a better price for his timber, and he is in a position to pursue their calling at a small cost, with the present holders. The government has power to increase the standard size as it sees fit, and in that way can make all the money there is in it. In conversation with a member of the present government a few weeks ago on the matter of perpetual leases, he remarked that there was some twelve years before the expiration of the present term of the lease time enough for the government to show its hand. I tried to show that the time should have been five or six years ago. The facts are that most of the timber lands have been done overcutting in order to clean off the timber, and the result is a glutted market. I do not believe in the government policy of buying the New Brunswick Railway Company's land and giving it to settlers at cost price and have to buy the same timber for them. I don't believe in giving any timber lands for cultivation; neither do I believe in the expense of tree planting; but by all means prove the land cultivated has already planted. The Bay Shore Lumber Company are buying all the deserted farms in the interior of Albert county and will wait for them to grow. This is well started where were once ploughed fields. Should not our government take the same course with the same lands, most of which should never have been let for agricultural purposes? We talk of increasing the population. We can't do it—only by increasing the forest. This is evidently more of a lumbering than a farming country. If it had been rightly understood years ago, and our forests cared for as they should, we could be supporting double the population we are today. Some may say, If we refuse to grant any more land, how can we increase the population? Well I have seen farms partly cleared with house and barn, and then offered for \$200, while in the same locality there were other farms, having the lumber preserved—sold for \$2,000. If you can tell me a man can live as long as \$200 as he can on \$2,000, then I can say by all means have the land cultivated. If anyone wants lands let them take up the old deserted farms and reclaim them and leave what is in good condition to continue to grow lumber, and when roads and bridges are already built. If it has cost some five or six millions to people this province with its present population, why should we continue the same reckless policy, knowing it will incur large expenditures in roads and bridges, and at the same time destroy one of our greatest sources of revenue? They have learned this lesson in the U. S. A., who learn the oldest and most highly respected Canadian stand up and say to whoever party is in power: You must see that every possible means are used, not only to hold the present wealth and forests, but to largely increase it. If the present government grant perpetual leases, as I have no doubt they will in the near future, added to those leases there should be a law making it criminal for anyone to cut spruce below the scale. All camps, hovel, cutovers, skidding, etc., should be done with fir trees, which are plentiful everywhere. I don't say you can perform a winter's cutting and not destroy one small spruce tree, but the percentage should be very small indeed. Yours truly, JOHN DICKIE, Point LaNim, Rest. Co., N. B., Dec. 9, 1907.

1,285,349 IMMIGRANTS LANDED IN UNITED STATES LAST YEAR

Washington, Dec. 15.—Immigration to America during the year ended June 30, 1907, was vastly greater than in any previous year in the history of the United States. This fact, with all its interesting and important details, is placed in strong light in the annual report of Frank P. Sargent, commissioner-general of immigration and naturalization, which was made public today. Commissioner Sargent says: "An army of 1,285,349 souls, they have come, drawn hither by the free institutions and the marvelous prosperity of our country, as shown in number the record of all preceding years."

MAURETANIA GROUNDS BUT IS FLOATED AGAIN

Liverpool, Dec. 14.—The Cunard line steamer Mauretania, which is scheduled to sail today for New York, went aground last night in the Mersey, opposite the landing stage, but was floated with the aid of tugs and her steam power early this morning. The grounding was due to the anchors dragging, while the Mauretania was swinging to the tide.