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No graft! No deals! The Maple Leaf forever.

Semi-Weekly Telegraph and The News ST. JOHN, N. B., May 21, 1913.

A SONG OF LABOR. The time when the farmer drives his plough over the field and when the farmer's boy watches the sheep upon the moor or the cattle on the hills, has always appealed to the spirit of poetry or of sentiment in the race.

And now not only Nature shakes off her slumber, but the laborer to the field repairs to dig the sweet earth or to clip the hedge.

Or through the furrow follow on the plough. Now waken the young wife, and but half-awake.

Kisses the dreaming babe beside her laid. While all her deep heart murmurs in its cradle.

The soldier starts up to the trumpet-call. The shopman takes the shutter from the shop.

And in the window carefully displays His wares; the trim girl into market trips; And many a memory stares, up at the sun.

But the true song of the farmer has not been written by any modern poet. That song springs clear and clean out of the natural soil of the farmer's life, and it is attracted very little attention though set in a widely read book, or at least in a book that is supposed to be most widely read of all.

The writer describes the farmer's life not from the serene heights of observation but from the realities of personal experience. He is the child of a pastoral people, and not even the Ayrshire ploughman who

Followed the plough along the mountain side, Can impress him. This is the song of the farmer.

"Be thou diligent to know the state of thy flock; And look well to thy herds; For riches are not forever; And doth the crown endure unto all generations."

The hay is carried and the tender grass showeth itself. And the herbs of the mountains are gathered in.

The lambs are for thy clothing; And the goats are the price of the field; And there will be goats' milk enough for thy food.

And the foot of thy household; And maintenance for thy maidens.

It is a finished product and almost as perfect as the Shepherd Song which has the individuality of another singer of that race impressed upon it. To the Hebrews farming was so central an interest that they remind us that even the king is served by the field, and that the profits of the earth are for all.

To them the earth and the sea were so important that they are mentioned twice in the "Ten Words" which have been generally accepted as humanity's great summary of morality. It might not be amiss at this season to remind ourselves of the contempt which the sluggard had for the ruined field and the gaping walls and broken fences showing everywhere, and the companion picture of the sleeper who turns over for a little more sleep and a little more slumber until the wolf of want breaks into his bedroom, and hunger drives him forth to secure a precarious sustenance by praying for his fellows, or from a soil that would give him a bountiful harvest if he treated it fairly. The farmer who has not what Carlyle calls an "open eye" will not have a productive farm.

THE BETTER BORDEN. Probably many Canadians are not great admirers of anything Mr. Borden said in 1906, but so great an admirer of the present Premier as the Standard ought to regard as important even at this time the formal declaration of his naval faith which Mr. Borden made in Halifax on October 14 of the year mentioned. We quote his words, as reported in the Toronto Mail and Empire, a Conservative journal.

"On governing principles, at least, about control, namely, that out of our own materials, by our own labor, and by the instructed skill of our own people any necessary provision for our naval defense should be made so far as may be reasonably possible. In this connection we may not hope that there shall be given a stimulus and encouragement to the shipbuilding industry of Canada which has long been lacking." Today should be Nova Scotia's opportunity in that regard. Providence has, endowed this province with the material, with the men, and with the maritime situation, which are essential not only for developing a scheme of naval defence and protection, but also for the reconstitution of that shipbuilding industry which once made Nova Scotia famous throughout the world.

Doubtless these burning words are familiar to the Standard, but, so why does it keep on saying that Sir Wilfrid Laurier should have embraced the Borden naval programme last December. Mr. Borden, as his own words show, insisted that the ships ought to be built in this country, the money spent here, the labor performed by our own people, and a great shipbuilding industry built up in Canada. Surely that is precisely what the Liberal party is contending for today.

We regret that Mr. Borden's strong and frequent references to a real Canadian naval policy are not given more prominence by our contemporary. Of course, more recently Mr. Borden has said that it would take Canada from twenty to fifty years to accomplish anything serious in the way of naval construction. But what Canadian believes that? And what Conservative rejoices that Mr. Borden ever said so? It was the better Borden of the two that spoke in 1906. That one believed in Canada. The Borden of 1913 is made of poorer stuff.

A POPULAR STORM. The proposed sale of the Municipal Home has caused a popular outbreak in opposition to any such proceedings. From the developments of yesterday it appears probable that the gentlemen who contended and voted for the granting of the option are now disposed to seek a more or less graceful way out of the position they took up. If they can find a way out, whether it be a graceful one or not, they will do well to follow it.

An examination of the circumstances of the case shows that there was and is no particular reason why the Municipal Home should be sold at present. Moreover, there is a very stout popular suspicion that it would be wrong to sell the property for anything like \$75,000, and that it would be a grave mistake to grant an easy-going option, without cost, such as would enable the holder of the option to deal with it speculatively. Furthermore, there might be legal complications. If the property were bought by a client of the Eastern Trust Company, that client might set up troublesome claims in connection with the foregone rights, and the city, the province, or the government, or all three, might find themselves in the position of having created real or fictitious claims for damages through selling at an absurd price a property which was not necessary to sell at all, and, in fact, the sale of which would appear to be against public policy.

It is now intimated that at least some of those who voted for the granting of the option have learned, or have had brought to their attention, facts which were not in their possession at the time they cast their votes, and that this additional information has convinced them that their action was precipitate and unwise. If so, they should proceed, in so far as they are able, to undo what they did. And, no doubt, they will be asked to explain why they did not look into the matter fully before arguing so strongly in favor of a sale.

A little publicity is often a most useful thing from the standpoint of the public interest. The airing which this matter has received in the newspapers has done no little good. For one thing, it proves that the public, while it is commonly regarded as apathetic about its own affairs, is very quick to display a lively interest when the occasion demands. There is still much public curiosity as to how the proposal to dispose of the property originated, and why there was so much opposition to the deal through even in the face of strong opposition at last Tuesday's meeting. No doubt all of the salient facts will come out after a while. In the meantime, if anybody expects that the vote of last Tuesday will put any money into the pockets of speculators his opinion is probably ill-founded. Somebody's pet scheme has been shot full of holes.

MR. HAZEN AND "OBSOLESCENCE." A matter of intense interest to this constituency was discussed in a telling way by Mr. Carvell in the House of Commons the other day when he took up Hon. Mr. Hazen's excuse for returning the deposit of Messrs. Cammell Laird & Co. Mr. Hazen said that his reason, and that of the government he represents, for declining the tender of the Cammell Laird Company—the lowest tender—was that the ships to be built under the contract would have been obsolete before they were finished.

Mr. Carvell showed that this assertion of Mr. Hazen is without foundation, and, as the matter is bound to come to the subject of attention here from time to time, it is well to keep the record straight, and to place the important facts clearly before the electorate. Mr. Carvell pointed out that the lowest tender specified St. John as the site of the industry. In fact the very responsible company which was the lowest tender selected St. John as the most suitable place in all Canada to carry on the work.

Mr. Hazen, when he came into office, found in his department the tender of the Cammell Laird Company, together with a deposit of \$100,000, proving their readiness to build the ships—in St. John.

But Mr. Hazen has said that Commander Roper asserted that these ships would be obsolete before they were completed. Mr. Carvell showed, on the contrary, that the British government has been building similar ships, which will not be completed until 1914, or possibly 1915, and which are the latest work in light cruiser construction, without any fear that they will be obsolete before they are completed. Mr. Carvell pointed out that the ships which would have been built here were of the Bristol type, of 4,820 tons, twenty-five knots, with six-inch and four-inch quick-firing guns and machine guns, sixteen in all. Mr. Carvell continued:

The very latest type of cruiser which the British Admiralty is beginning to build is the Nottingham which will be completed in 1914, or possibly 1915. The very latest work with reference to this class of vessel, gives a displacement of 4,840 tons or about ten per cent greater than the tonnage of the Bristol class. It has a designed initial horsepower of 25,000, a speed of 25.5 knots and its armament consists of nine six-inch quick-firing guns, four three-inch quick-firing guns, four three-inch quick-firing guns, four machine guns and one light gun, or eighteen guns. That vessel has not ten per cent greater displacement than the Bristol type, it is only ten per cent greater in tonnage, it is practically no longer and no wider, it has little more horse-power and has only half a knot extra speed.

There is very little difference between the Bristol and the last work of the British Admiralty in cruiser construction, and yet that is the ship which my friend Roper and his friend the minister of marine say will be obsolete before it is built in 1916. I wonder if the minister of marine has ever gone to the least trouble to satisfy himself of the truthfulness of this man Roper's report. Obsolescent! Why, in 1912 the Canadian ships were right in line with the very latest vessels in possession of the British Admiralty.

The Australians, Mr. Carvell continued, at first went to Great Britain and had their vessels constructed there. But afterwards they abandoned that policy, and they are now building their vessels at home. Nobody talks about their becoming obsolete before they are launched. After purchasing three destroyers in Great Britain, they now have three building in the shipyards at Sydney, and these destroyers are of the same type which would have been built under the Laurier naval policy.

As for Commander Roper, Mr. Carvell pointed out that that official is said to have prepared the memorandum mentioned by Mr. Hazen the day before the general election, "condemning" the government on a certain "line" of policy which was being discussed at the polls, but Mr. Carvell contended that while the memorandum supported to the letter, the only reasonable supposition is, that the Commander Roper prepared that memorandum afterwards and dated it back. It is due to the House of Commons, and the people of the country that the man Roper, if he is still in the employ of the government, should be brought back to Canada, brought before the bar of the House, and be compelled to say when he did write it. There is some proof of it somewhere. There is probably a stenographer somewhere around Ottawa who wrote that article, and if we could find him we would know how it was concocted. It was the most ridiculous proposition that I ever heard of since I have been in the House of Commons.

But Mr. Carvell repudiated the idea that Mr. Hazen and the government were in any way influenced by the alleged Roper memorandum, or that they could possibly have believed that the ships to have been built here would have been out of date before they were launched. "My honorable friend," the Minister of Marine and Fisheries falls back on a report like that (the Roper memorandum) as a justification for refusing to carry out the agreement. Why does he not come out like a man and say that he did not carry out this agreement because the Nationalists of Quebec would not let him do it? Does he suppose that he is fooling anybody in Canada when he tells them this cock-and-half story? Does he suppose that every man who reads and thinks does not know why he did not carry out this agreement? Does he not know that his leader issued manifesto after manifesto, in Quebec and in other parts of the country, all condemning the Laurier naval policy? When my hon. friend came into office, of course, he could not sign the contract. Of course, he would not enter into a policy which he had fought and which the Nationalists had fought in the province of Quebec. He turned it down because he had to. I am almost ashamed that a man representing my own province should come and put forth the finding of this memorandum as a reason why he did not sign that contract.

Mr. Carvell has done this city and this province no inconsiderable service by demonstrating that Mr. Hazen's plea of "obsolescence" is worthless, that the ships built here would have been ships of the same kind the British Admiralty is building today, and that the real reason for refusing the Cammell Laird tender was the alliance between the Conservatives and the Nationalists.

It is the fashion in Conservative circles just now to attempt no reasonable defence of the Minister of Marine and Fisheries but to assert, day in and day out, that Dr. Pugsley and Mr. Carvell are violent and unpleasant characters who ought not to sit in the House of

Commons in such distinguished company as that of Mr. Hazen, Mr. Blondin, the Nationalist, Mr. Rogers of Manitoba, and the rest of the patriotic circle. The facts brought out by Mr. Carvell indicate sufficiently the difficulty in which Mr. Hazen will find himself when he returns to this city and this province to give an account of his stewardship. The Hazen reputation is suffering from obsolescence.

A DANGEROUS SPORT. Lincoln Beachy, aviator, will never fly again, according to his statement at the Olympic Club in San Francisco. He blames himself for the death of several of his pupils who attempted the rash glides, spiral twirlings, sensational turns and other feats which were comparatively easy to the expert birdman. Exhibitions such as Beachy was giving added nothing to the development of the aeroplane. There is no necessity for going on trying for altitude records, now that aeroplanes have reached such great heights, and the dangerous aerial feats of which the public hears so much and over which the morbid thrill, have no practical or scientific value. Mr. Beachy says: "You could not make me enter an aeroplane at the point of a revolver. I'm done. They called me the master birdman, but there was just one thing drew crowds to my exhibitions—a morbid desire to see something happen. They all predicted I would be killed, and none wanted to miss getting in on it. They paid to see me die. The odds were always against my life."

The aeroplane has many deaths to its record, and many that could not possibly be avoided in the first days of a highly dangerous activity. But quite too many have lost their lives in the vain attempt to gratify the curiosity of the public. One of the most regretted of all was that of Moisant two years ago. Moisant was the first to fly across the English Channel with a passenger beside him, and he was one of the clearest thinkers on the whole subject of heavier-than-air machines. It is said that he had important plans under way for an improved aeroplane, and on several occasions he complained that the public expected too rapid progress in the science of flying. Yet he lost his life in gratifying the curiosity of the public under dangerous conditions. The death record is a very long one, and those who have been sacrificed to vanity and thoughtlessness might have had many years of usefulness in the development of the aeroplane.

A LEAGUE OF THOSE WHO BUY AND PAY. A combination among "all who buy and pay" has been organized in Paris to stand along with the combination of citizens, producers and middlemen, to aid in the suppression of fraud and abuses. It is in the nature of a consumers' league, and is likely to find its chief enemy in the league with which it professes to ally itself. The chief frauds and abuses there, as in other places, are those committed by producers and middlemen at the expense of consumers. The founder of the league, and it has now been operating for some time, says that the power of the purchaser comes how to make itself known whenever it has wished, but that in France at least it has not wished much. There has been no organization and no effort to have others stand with the consumer in sharing the high cost of living.

The Boston Traveler says that the abuse against which the citizen and ultimate consumer have to fight there are found chiefly in the increasing cost of running the city. It gives some of the reasons. "Formerly," it says, "it was considered enough for a municipality to supply necessities with more or less efficiency. Now the city must supply luxuries and supply them in greater variety every year."

Moreover, not only must Boston supply its people with comforts and conveniences which in less "progressive days" were paid for, but the wage and pension burden has become a problem of importance. Plain and skilled labor costs more than ever before. Thousands clamor for admission to the municipal service. As soon as they are admitted they lead or join movements to obtain higher wages and salaries.

"The pension game, as played in behalf of county and city employes, has but just begun. Where it will end no body knows. But the taxpayers must pay the bills and look forward with a heavy heart to the day when every taxpayer will be a city employe, working only four hours a day, and drawing a municipal pension as soon as he decides that his working days should end."

THE AUSTRALIAN WAY. What Canada cannot do—in Mr. Borden's opinion—Australia is already doing. The Australians are proceeding on the understanding that Canada will cooperate with the Commonwealth and with New Zealand in protecting Imperial interests in the Pacific. The Australian view is that, if there is to be an Imperial squadron, it should be located in the Pacific and not in the Mediterranean.

Australia is proceeding to build, equip, and man a navy of its own, to be controlled by the Commonwealth Parliament, and to be placed under the orders of the British Admiralty in case of war or danger of war. Australia's naval expenditure during the last three years was as follows:

Table with 2 columns: Year, Expenditure. 1910-11: £1,496,071; 1911-12: 1,598,605; 1912-13: 2,549,267. Total: 5,643,943. For the year 1912-13 the per capita expenditure of Australia for naval and military equipment and maintenance was £1.1.2½ as compared with £11.1.3 for the United Kingdom, 11s. 2½d. for New Zealand and 6s. 2½d. for Canada. Australia is establishing a naval college, and a naval training depot, and Premier Fisher has announced that during the next three years it is proposed to lay down, in addition to the vessels now almost completed, one battleship, three destroyers, two submarines, and one supply ship. The Warrego, the first modern warship to be completed in Australia, was commissioned on June 1, 1912. The protected cruiser Melbourne, built in Great Britain, has now reached Australia, and the battle cruiser Sydney, Australia, and the protected cruiser Sydney are expected to arrive from the Old Country next month.

Premier Fisher says: "It will be the policy of the government to fully cooperate with the other Dominions and with the United Kingdom in coming to a proper understanding on the question of the protection of British interests in the Pacific. To that end the government has suggested a conference of the self-governing Dominions of the Empire, in Australia, New Zealand or Canada, but the further consideration of that proposal has been deferred until a later period of the present year."

Australia is neither so populous nor so wealthy as Canada, yet it is already beginning to carry out a self-respecting naval policy, and it will build, man and maintain its own ships. It is expecting Canada and New Zealand to unite with it in providing a force to protect the interests of the Empire in the Pacific. This is what Canada should be doing instead of borrowing \$85,000,000 to be sent back to Great Britain. This is merely "hiring out our fighting," which Mr. Foster so vigorously objected to. While Australia is going forward with its naval development, Mr. Borden is telling Canada that it would take us from twenty-five to fifty years to build ships in this country. At first Mr. Borden said the ships must be built in Canada. Then, in order to oppose the Laurier naval policy, to the principle of which he had previously subscribed, he began to denounce the Liberal plan, and he decided to take advantage of the Nationalist movement in Quebec by preparing a scheme which would enlist the Nationalist support. This he did by concocting the "emergency contribution" plan. And in Quebec the Nationalist papers, as proved by extracts read in the House of Commons recently, are telling their readers that Mr. Borden's scheme is really nothing more than a pleasant way out of the naval difficulty, and that it will serve merely to tickle the advanced Imperialist group in Canada.

Mr. Borden has not told the people of this country what his permanent naval policy is. He has attempted to force through Parliament a policy of contribution, and if he has his way there will be further contributions in future, and Canada will have done nothing towards beginning naval construction on its own account. On the other hand, the Laurier policy will give real strength to Imperial naval defence, will develop a great shipbuilding industry in Canada, and will place not merely our money but our national pride and our manhood at the service of the common flag in time of trouble.

The Senate ought to refer Mr. Borden to the people.

CRIME AND PUNISHMENT. The brackish water that we drink Creeps with a loathsome slime, And the bitter bread they weigh in scales Is full of talk and lime, And Sleep will not lie down, but walks Wild-eyed, and cries to Time.

But though lean Hunger and green Thirst Like asp and adder fight, We have little care of prison fare, For what child and kills outright If that every stone one life by day Becomes one's heart at night.

—The Ballad of Reading Gaol.

Society does not really intend to deal mercifully with the men it has sent to prison. Not yet. It does not realize that brutalized convicts and brutalized keepers react upon the world outside, it continues to make its prisons dens of horror because in punishing the prisoner it is too busy and too shortsighted to see that when it strikes the prisoner once it strikes itself twice. Justice in the courts is improving, but justice in the prisons too often means that one group of criminals or defectives has charge of another, the officials and warders being often as bad as the men in the cells. The hospital cures the snailpox patient before it releases him; the average penitentiary sends its patients back to the world more dangerous to society and to themselves than when they were convicted. Aside altogether from the humanitarian view, this prison policy ought to be avoided from the viewpoint of self-interest on the part of society. Merely to afford to carry on, in the name of justice, prisons which perpetuate injustice, crime, disease and anarchy.

The latest story of prison horrors is that of Sing Sing. The special commissioner appointed by the Governor of New York to probe prison affairs says that the stories of the torture of the luxury camped with the lives some of the prisoners live at Sing Sing. The shocking picture of the English prisons of the eighteenth century is duplicated by Mr. Blake. The pestiferous dens of that day, overcrowded, dark, foully dirty, deprived altogether of fresh air, were not worse than this oldest of New York prisons. Mr. Blake says that into none of the cells on the lower tiers has a ray of sunshine entered for eighty years.

Indolence, drunkenness, sickness, starvation, squalor, cruelty, oppression and neglect—in these words may be summed up his charges. This is the result that has been reached by focusing attention

wholly on the responsibility of the offender to society; perhaps improvement might be reached by considering, at the least equally important side, of the responsibility of society to the offender.

Among the recognized causes of crime are war, financial depression, broken family ties, vagrancy, intemperance, bad homes, the insufficient number of schools, and child labor. Society does not commit a man to prison with the intention of punishment, but with the intention of reformation. The old principle of an eye for an eye and a tooth for a tooth, has passed out of our jurisprudence. The reformatory has taken the place of the retaliatory system. This implies the commitment of prisoners to influences which shall develop them physically, but these men are in small dark cells which are infested with vermin, and they are sent forth crippled for life with rheumatism. The reformatory idea subjected to influences which shall develop him morally and intellectually, which shall erode and direct his powers, educate hand and brain, reveal aspects of social duty, teach him the value of money, train him in the habits of industry and social responsibility, which shall multiply crime.

The United States penal system varies from the most advanced to the most backward in the civilized world. The country has on the one hand such admirably equipped reformatories as Elmira and Concord, and on the other hand hideous prisons like Sing Sing. The whole question of the treatment of prisoners must be met by civilized governments. If the intention of society in sending a man to jail is reformatory instead of punitive, then the practice of the judge determining beforehand when the prisoner shall be discharged is as unreasonable as for a doctor to name the date of the discharging of a patient on committing him to the hospital. Many of those who are called criminals today should be treated by physicians for some forms of dementia and cured by care and kindness, instead of being shut up in small, filthy, sunless cells. Others are not criminals either, but merely what ordinary, respectable, commonplace people would be if they had not got enough to eat.

To punish firmly and justly those who have earned punishment and injured society is necessary in order to stop the individual offender and deter others, but the country whose prisons are like filthy dens of wild animals guarded by thieves and ruffians cannot lay valid claim to being either civilized or Christian.

NOTE AND COMMENT. London hears that Viscount Morley is going to Berlin on an errand of peace, probably in connection with Mr. Churchill's proposal for a year's naval holiday. Mr. Borden has no luck.

of a breach. Mr. Borden, in his speech on Thursday, was compelled to take up the Balkan troubles in order to support his emergency argument. A while ago we were told that our ships were to go on the firing line in the North Sea. Later the country was informed that they were to form part of an Imperial squadron based on Gibraltar. For the present the ships are anchored in the Straits, awaiting word from the Canadian taxpayers.

Exposure of the frightful conditions in Sing Sing and other American prisons recalls the verses of a notorious man who wrote in Reading Jail:

The vilest deeds like poison weeds Bloom well in prison air; It is only what is good in Man That wastes and withers there. Pale Anquish keeps the heavy gate, And the Warden in Despair.

For they starve the little frightened child Till it weeps both night and day; And they scourge the weak, and fog the fool. And give the old and gray: And some grow mad, and all grow bad, And none a word may say.

Mr. Borden, Mr. Blondin, and the other "emergency" men have succeeded in passing the Borden naval bill through the House of Commons by a majority of thirty-three, after a prolonged debate in the course of which the Liberals have very thoroughly riddled the bill. This is a sad sort of triumph for the Conservative government, considering the size of its majority. That majority, of course, is made up largely of men who were distinctly pledged either to oppose any form of naval contribution, or to consult the country before committing Canada to any scheme of Imperial naval defence. The Senate should undoubtedly throw the bill out and send Mr. Borden to the country. If there is an emergency, Mr. Borden has wasted a lot of time. If he believes the country has been convinced by his arguments and those of the Nationalists he should have gone to the country long ago.

The Right Honorable John Burns has been telling his constituents that conscription is the brother of protection. He warned them that protection and conscription together were impoverishing Germany. As to the danger of war with Germany, he said:

His last word on the subject of Germany was, "Let us be frank with Germany. The more prosperous Germany was the better for this country. The more friendly we are with them the more friendly we are with them in a hundred and one ways. I do not believe," Mr. Burns said, "that either Germany or my own country is inherently desirous of disagreeable relations or of any disagreement that would lead to an awful war. I believe that any ill-feeling that exists is almost entirely the creation of an irresponsible body of unscrupulous Imperialists, and armoured patriots; and I am glad to say that slowly but inevitably the two great partners in the Anglo-German friendship, who are working together honorably and consistently to avert a universal Armageddon on the Continent will some day shed their false armor and doubtful philosophers and come to an honorable, binding agreement that will be fraught with justice and humanity to the whole of the civilized world." (Cheers.)

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. Unsigned communications will not be noticed. Write on one side of paper only. Communications must be plainly stamped; 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.)

A VOICE FROM THE COUNTRY. To the Editor of The Telegraph. Sir—I see by the papers that property in the vicinity of Courtenay Bay has depreciated very much in the last few months. By the statements in the papers property in that section is not worth half its value some months ago. No doubt some of the real estate owners will see that the quicker they offer to sell out at about half of what property cost them last fall and invest the proceeds in St. Martins in the vicinity of the new municipal house, the better off they will be. Just think of the municipality getting an automobile to come in to St. Martins when the home is moved. Our county councillors are a very intelligent class and are supposed to represent the wishes of the ratepayers in the county of St. John. They ought to learn this fact what the ratpayers think of this deal with the trust company.

Yours, MUNICIPALITY, St. John County, May 15, 1913.

ABE MARTIN. The shoe manufacturers of the United Kingdom are preparing for an invasion of the United States' market because of the action of the Democrats in removing the duty on shoes and leather. Some years ago the Americans invaded the British market. Now the shoe is to be on the other foot. The average American wearer of shoes will regard the situation with complacency. The increased competition among boot and shoe manufacturers will serve to remind Canadians that protection causes them to pay too much for their footwear.

A special cable from London, discussing Viscount Morley's visit to Berlin indicates that Lordon is divided as to the object of the mission, but on all hands it is conceded that Britain's relations with Germany have steadily improved and that there is today no threat

Continuing his able speech of common last week on the issue, in which he so effectively Mr. Hazen's talk that battle Canada would be obsolete were completed, Mr. Carvellleton county is reported as follows:

Mr. Carvell—Before 6 o'clock of evening as briefly as possible which my hon. friends oppose have to the Canadian navy and in order that I may let whatever as to my right of respect, I wish to call the attention of the committee to those sections of the Canadian navy which are a stumbling block to which they found fault with the act in the province of New Brunswick. We did not see the act in the maritime province. Mr. Tobin—We heard so of it in Quebec.

Mr. Carvell—Yes, but in Quebec it was the same fault which was in the province of Ontario. The government has not done anything for Great Britain; the fault they found was nothing for the empire. The government has not done anything for the province of Ontario. The government has not done anything for the province of New Brunswick. The government has not done anything for the province of Nova Scotia. The government has not done anything for the province of Prince Edward Island. The government has not done anything for the province of New Brunswick. The government has not done anything for the province of Nova Scotia. The government has not done anything for the province of Prince Edward Island.

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THE GOVERNMENT'S INCONSIDERATE PROMISES.

F. B. Carvell, Premier Borden, the Nation's Promises.

Continuing his able speech of common last week on the issue, in which he so effectively Mr. Hazen's talk that battle Canada would be obsolete were completed, Mr. Carvellleton county is reported as follows:

Mr. Carvell—Before 6 o'clock of evening as briefly as possible which my hon. friends oppose have to the Canadian navy and in order that I may let whatever as to my right of respect, I wish to call the attention of the committee to those sections of the Canadian navy which are a stumbling block to which they found fault with the act in the province of New Brunswick. We did not see the act in the maritime province. Mr. Tobin—We heard so of it in Quebec.

Mr. Carvell—Yes, but in Quebec it was the same fault which was in the province of Ontario. The government has not done anything for Great Britain; the fault they found was nothing for the empire. The government has not done anything for the province of Ontario. The government has not done anything for the province of New Brunswick. The government has not done anything for the province of Nova Scotia. The government has not done anything for the province of Prince Edward Island.

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