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## THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

### New Brunswick's Independent Newspapers

These newspapers advocate: British connection, Honesty in public life, Measures for the material progress and moral advancement of our great Dominion.

No graft! No deals! "The Thistle, Shamrock, Rose and the Maple Leaf forever."

## Semi-Weekly Telegraph and The News

ST. JOHN, N. B., DEC. 10, 1913.

### AN IMPRESSIVE ADDRESS.

Those who were fortunate enough to hear Professor Robertson at the Canadian Club Thursday night must all have been impressed by the thoughtful and solid character of his address. Fresh from his experience as head of the Technical Commission which made extensive observations in this country and in Europe, Professor Robertson is magnificently equipped for his work of helping his fellow Canadians to make this Dominion a progressive land, filled with opportunities for people of all classes.

Among the points emphasized in his address Thursday were two to which public bodies in this city and province might well direct their attention. One was the need for a measure of technical training in the public schools for pupils between the ages of eleven and fourteen, in order that those who leave school at the age of fourteen—a majority—may have some well defined start upon vocational training. The other is the need for continuation schools, whereby boys who have left school and who are at work may have, on several evenings each week, technical training in night schools specially fitted to answer their needs.

Professor Robertson made his audience well acquainted with the principal features of the report made to the government by the Commission on Technical Education, and he probably convinced all of those who heard him that it would be in the public interest to urge upon the government the adoption of the recommendations made in the report, which include the appropriation of \$8,000,000 to be divided among the provinces in proportion to the population, to enable them to carry on the work.

The speaker put into practical shape a great many of the ideas concerning technical education which have been discussed from time to time by Boards of Trade and other bodies in this province, and clearly indicated the manner in which such friends of education might profitably unite in giving active support to the work of the commission, which must soon be considered by the Federal administration. The working out of the plans outlined by Professor Robertson would include the rural districts as well as cities, the subjects of instruction in the country including agriculture and allied occupations.

Professor Robertson not only speaks exceedingly well, but draws from a full storehouse of exact knowledge and ripe experience. His address was one of the best the Canadian Club has provided, and that is saying much.

### THE VALLEY RAILWAY MYSTERY.

Words—vague assurances and some little denunciation of the newspapers—this was all the Borden Club audience got from the Hon. James K. Flemming, the Hon. James Murray, and Mr. Harry Woods. Mr. Woods, it is true, made objection to the proposal to bring the Valley railway across the St. John river at The Mistake, or at any other point, but in the speech of the Premier, and in the vaunting eloquence of Hon. Mr. Murray there was to be found no illuminating statement as to the route below Gagetown. They enlarged upon the "difficulties" encountered, without telling

what the "difficulties" are or what has been done to surmount them. The summit of Mr. Murray's wisdom was reached in his profound assertion that it would not do to build a bridge half-way across the river and then discover that it could not be carried all the way across. The Borden Club and its guests were expected, apparently, to greet that dark saying with unbounded gratitude and enthusiasm. Mr. Flemming did not even tell his audience by which bank of the river the railway will come. He merely testified, once more, that there would be not an hour of unnecessary delay, although there have been many months of unnecessary delay already.

What is at the bottom of the Valley railway mystery? Mr. Flemming has not cleared up the uncertainty which shrouds the project, but only deepened it.

### INCREASING COMPLEXITY.

With the extension of the suffrage to larger and larger classes of men, and with its proposed extension to the new women, it might be implied that the people were becoming ever more capable of mastering the facts needed for an opinion on public matters, and better fitted in playing a direct part in deciding the questions of the day.

It is true that common schools and political experience have educated people today as they have not been educated in the past, but, at the same time, it is more difficult for anyone to become familiar with all the facts required for the solution of current problems. With the greater complexity of modern transactions and of modern society, and with the growth of man's control over the forces of nature, the amount of information necessary to form an opinion upon public affairs has been constantly increasing. The farmer on the school board always felt little red schoolhouse on the hill side was properly built, or whether the teacher he assisted in engaging was qualified to give instruction in the three R's; but the best equipped member of a school board in a city today gives proof of unfitness if he attempts to decide either the question of school house construction, or of education, without expert advice. Many agencies have been diffusing information and increasing knowledge among the people, but these agencies are not keeping pace with the complexity of affairs.

The growth in complexity is even more apparent in business affairs than it is in political. President Lowell has recently called attention to the fact that seventy years ago a merchant in the United States was deemed fit to manage a factory or a railway, but now these pursuits have become professions demanding special knowledge and experience. The ordinary man with all the resources of information within his reach is less competent than he was formerly to decide questions that may arise in any activity outside of his own. The complexity of modern industry has introduced the specialist, and the old order has passed away in business and on other concerns of life. This is not only true in business but in public affairs also, for they have not only shared the growing complexity but have done much to contribute to it.

In view of the fact that growth of general information has not kept pace with the growth of complexity in government, it is doubtful if the ordinary citizen is as capable of forming an opinion on the various matters that arise in conducting the government as he was at an earlier era. In the midst of the tumult for the extension of the franchise today, the question that is troubling the student of economics and of government is not a question of the franchise at all but a question of democracy. The generalists scoffed at democracy, and said that it would produce a reverence for the incompetence and a craving for the guidance and government of the incompetent. Socrates, in one of the humorous dialogues, calls democracy a mountebank, a kidnapper of children. Plato said that democracy would produce laxity in public morals, and that these in turn would have a great influence on private morals. Then, gradually, there would come into family and social life that laxity in the daily relations of the citizens which he called "equality between things that are not equal and those that are not." Montaigne considered that the first innovation that democracy would bring into family life would be the equality of the sexes, this to be followed by woman's disrespect for man. He recognized a division of labor according to the competence of each, and the recognition of a leader according to the competence of each. No doubt, he said, women would make just as good tax collectors as men, but since they have entered into partnership, the one to administer the collection, the one to look after the house, it is just as bad for the one whose business it is to keep house to begin collecting taxes as it is for the tax-collector to interfere with the house-keeping. But in practice they do interfere, and this leads to friction, insecurity and disorganization. He concludes, very pessimistically, that human life is pursued by a Neustis which sees to it that human science and power should not hurry forward too rapidly. He says that, through the folly of democracy, the human edifice never rises far above its foundations, for each generation is taught that it is independent of the other, and that the dead have no lesson to impart to the living.

### THE FIGHTING LIBERALISM.

The Toronto Globe comments on the Liberals of Canada the straightforward old-style Liberalism which makes war upon special privilege and which fights incessantly and without compromise for justice and equal opportunity. The Globe gives praise to Mr. Asquith, Sir Edward Grey, and the other sterling

leaders whose courage and disinterested progressiveness are giving such admirable service to the people of the United Kingdom today, and it sets their example before Canadian Liberals for their inspiration. Of Canadian Liberalism it says:

"Liberalism in Canada has the same fight and must learn the same lesson. Great monopolies are entrenching themselves in protected special privilege. Great corporations are forever on the alert to flinch public franchises, the food-stuffs trust, trusts and combines in industry and trade, transportation monopolies, the licensed monopoly of the liquor traffic—their name is legion, great and small, that haunt the corridors of Parliament for concessions, and seek to bully or to bribe or blandly to seduce the people to barter their birthright for some mess of pottage."

"To complain because there is always one fight more is to dishonor the best Liberal traditions. To point back to the defeat of September, 1911, as reason for 'hedging' on any one of the great issues of freedom then at stake is to deny the very essentials of the faith of Liberalism. To say that some Liberals are among the alleged beneficiaries of the special privileges secured by tariff protection on meat, or on flour, or on sugar, or on foodstuffs of any kind, or on agricultural implements, and that, therefore, Liberal leaders and Liberal journals must 'sing low,' would be to insult not only the exponents of Liberalism, but also the very men whose private interests are within the circle of protected special privilege. If the interests of the great body of the people—their interests in the cost of living and in the liberty and worth of life—are compromised by high protective tariffs, or by the combinations and exactions of transportation corporations, or by the baneful power of the liquor traffic, or by the pseudo-loyalty programmes of the jingoes, or the military, it is the first duty of Liberals and the Liberal party to sacrifice personal ease and selfish considerations in the fight which Canadian Liberalism must make or die."

"To make complaint because loyalty to Liberal principles will sometimes mean loss to the party—the loss of some who are misled and of some who have other ends to serve—is hopelessly to misconceive the meaning of Liberalism and the business of a Liberal party. Loss there must be. It is inevitable if the party is loyal to Liberal truth and duty. But not a few who were misled in September, 1911, have had their eyes opened to the falsity and the hypocrisy with which they were beguiled. Many a manufacturer and many a patriot today would reverse the votes they then gave. They will again take their places in the Liberal ranks, loyal and ready for the next fight. That fight is now on. The issues are being more sharply drawn. And a 'bonnie fecht' it will be."

This is good counsel. The people always respond to good, uncompromising fighting in their interests. With a progressive platform now, beginning with the increase of the British preference and a downward revision of the tariff, the Liberal party will win the country.

### TRADE, AND LOGIC.

One of the new novelists, in latching his plots, works on the theory that if 100 telegrams were sent to 100 men, saying "Merchandise is discovered," most of the recipients would run away. The idea is entertaining, but it is unsound, the fact being that nine-tenths, or more, of the men receiving the telegrams would go right on saving wood. It is some such notion as the novelist's, evidently, which leads the Standard to go on, day after day, accusing Sir Wilfrid Laurier of being a foolish and evil person, in the hope that reformed generalities may convince readers of the paper that the accused is guilty. The Standard assails Sir Wilfrid on account of his Hamilton speech—but is careful not to tell its readers what he actually said there. If, as sometimes happens, it does attempt to specify its objections to Sir Wilfrid's policies, it falls into confusion or error, as when it complained that the removal of the tariff from wheat would mean that Canada, which grows more than 200,000,000 bushels and consumes less than 50,000,000 bushels, might be subjected to a rain of wheat from Russia, India, and the Argentine. Now it quotes the New York Tribune, a protectionist journal, to offset the reasoning of the New York Journal of Commerce, the leading business newspaper in America. What the Tribune asserted was, of course, in no sense a reply to the argument of the Journal of Commerce. So, day after day, the Standard destroys Sir Wilfrid to the sound of its own applause. It is like Dryden's king:

"Sooth'd with the sound, the king grew vain; Fought all his battles o'er again; And thrice he routed all his foes; and thrice he slew the slain."

Bacon wrote that "My Lord St. Albans said that nature did never put precious jewels into a garret four stories high, and therefore that exceeding tall men had ever very empty heads." It was a pretty speech, but the logic was of that sort the Standard applies to public affairs. "All Liberals are public enemies," Sir Wilfrid Laurier is a Liberal, therefore Sir Wilfrid, etc., etc. Or, "Sir Wilfrid is opposed to the beneficent government of the day, therefore he is not at all a nice person." And so on, ad infinitum.

Canada can get free access to the American market for its wheat and its flour by removing its own duty on such articles when they enter this country. Its farmers need the American market, and the removal of the duty on flour will tend to reduce prices in Canada to the consumer. It is time to stop selling Canadian flour in England cheaper than it is sold at home. When we take the duty off flour there will be no excuse for keeping the duty on soft coal. The

existing excuse is that Nova Scotia must have a duty on coal because Ontario has a duty on flour. The first step toward correcting the evils growing out of combinations in restraint of trade is to deprive them of the protective duties which enable them to penalize the Canadian consumer. More than tariff revision is necessary, but it is the first long step toward more satisfactory conditions.

The protectionists now tell us that if the duty were off potatoes entirely we should be swamped by potatoes from Maine, or from Norway and Sweden. Maine potato growers have long been subjected to the competition of all of the remainder of the United States, yet they are admittedly prosperous. It is not outside competition our growers fear. Give them competitive prices the year around and they can take care of themselves. What has injured them hitherto has been the lack of the large market, our own small and sometimes congested one making it unsafe to produce a big crop, lest an overstocked market or a manipulated one mean an unprofitable price. As soon as the American duty fell to five cents a bushel, our farmers began to plan for larger crops. They have bought more fertilizer this year than usual, and they will raise more potatoes next year than ever—because of the lowered American tariff. New Brunswick has exported a million dollars worth of potatoes this year already, and a leading dealer estimates that there is another million dollars worth yet to be sold. The big market, if it is steadily available, will be of immense value to our producers.

But our consumers want their share. They want to be freed from the unnecessary taxes upon the necessities they buy. The Conservative party will not long resist their will. As for the Standard's habit of denying the existence of a strong and growing demand for downward tariff revision in Canada, its daily occupation is no more hopeful of profitable than that of the gentleman described by Swift: "He had been eight years upon a project for extracting sunbeams out of cucumbers, which were to be put in phials hermetically sealed, and let out to warm the air in raw inclement summers."

### RIGHTY-FIVE CENT GAS.

St. John people, including the members of the Common Council, will be interested in a report submitted by experts of the Ottawa Board of Control, in which an estimate is made that a municipal gas plant in that city would provide gas for general consumption at eighty-five cents per thousand.

Ottawa already has a municipal electric light plant, which is successfully administered, and which has given the citizens a good service at reasonable rates. Ottawa has been complaining about the price and the quality of its present gas supply, and therefore the Board of Control decided to look into the matter, and engaged John Coates & Co., Ltd., to submit a report on the question. As eighty-five cents per thousand is about one dollar less than the price paid by St. John users of gas, the report of Coates & Co. makes interesting reading from the St. John standpoint. The report says:

"Based on our long experience as to the cost of materials, labor charges, etc., in your city, together with the excellent, and we think increasing, prices to be obtained for coke, tar pitch of good quality, and the greatly reduced cost of the distributing mains, we have carefully considered the cost of operating expenses and come to the conclusion that we can, without hesitation, recommend the selling of gas at the commencement of operations at eighty-five cents, and we feel confident that with careful and economic management, coupled with the full maximum output of capacity as designed, its selling price can be still reduced."

In making this recommendation we may add that we have in our calculations made full allowance for the recent increase in the price of coal as well as charges for interest and sinking fund. In addition to the above low selling price, the calorific or heating value of the gas will be fully maintained."

St. John certainly will be interested in this other paragraph from the report: "Objection may possibly be taken to the opening of paved streets, but this evil will be very materially reduced if not almost entirely eliminated. The small cost of the majority of the mains on the high pressure system makes it economical to install a main on both sides of many of the streets, because of the great saving in the length of the service pipe and trench leading to the houses. The boulevards can therefore be paved for the mains instead of the paved streets. The damage to the boulevard will be practically nil, as only a very narrow trench is necessary for the small pipes and the turf can be carefully cut, rolled, preserved and replaced. Further, tunnelling can be largely resorted to for street and sidewalk crossing, everything being done to keep down capital cost."

The report then goes on to say that gas at eighty-five cents is seven times cheaper than electric current at three and a half cents per K. W. H. for the heating of houses, clubs, churches, halls, apartment blocks, etc. It is estimated that an Ottawa family consisting of eight persons would spend about fifty cents a week for gas for all cooking purposes, whereas the cost of cooking for a family of six persons with electric current at three and a half cents per K. W. H. would amount to about \$2.08 a week, a comparison which Messrs. John Coates & Co. believe to be sound, and which, they point out, is in favor of gas by some three hundred per cent.

It is worthy of note that in Ottawa questions of light, heat and power, and the prices at which these are sold to citizens, are regarded as matters naturally falling within the scope of the Mayor and the Board of Control, and

that, having already provided electric current at reasonable rates, the civic authorities there are taking preliminary steps toward providing cheap gas.

Are the prices paid in St. John for light, heat, and power, reasonable? The Coates gas report is based on coal at \$5.00 a ton. The Ottawa prices for electric current were not secured without much work, but they were secured, and the plant pays. St. John might well ascertain how its citizens are being used in these matters. If the treatment they are getting is unfair, there are remedies.

### THE INTERESTS OF THE CONSUMER.

The Republicans have about abandoned the hope which they cherished for a time that popular reaction against the tariff reductions would restore them to power. In fact reaction against protection is pretty general everywhere. Before the days of Peel, England believed that the government should give a certain direction to national industry and commerce. Peel's great deed was to overthrow this conviction, and it is held with less and less enthusiasm by all nations that are still under the thrall of protection. Experience has demonstrated that however reasonable protection may be in theory, in practice it means making the commonwealth as a whole more and more subservient to powerful interests, each of which identifies the national interests with its own business.

It was Adam Smith in his "Wealth of Nations" who convinced Peel, with his lucid reasoning, that this wealth was best secured, not by control and restrictions, but by perfect freedom of industry and commerce. "Consumption," he said, "is the sole end of all production, and the interests of the producer ought to be attended to only so far as they may be necessary for promoting those of the consumer." He was far in advance of his own day, and he apparently laid down principles which are applicable for all time. The system which he calls "the obvious and simple one of natural liberty" would work towards perfect freedom of buying and selling. Under this system, he says:

"Every man, as long as he does not violate the laws of justice, is left perfectly free to pursue his own interest in his own way, and to bring both his industry and capital into competition with those of any other man or order of men. The sovereign is completely discharged from a duty in the attempt to perform which he must always be exposed to innumerable delusions, and for the proper performance of which no human wisdom or knowledge could ever be sufficient: the duty of superintending the industry of private people, and of directing it towards employments most suitable to the interests of the society."

As Peel found the system, it was like an old mansion built up at various times, by various builders, and to serve various purposes. He cleared it all away and started England on the extraordinary prosperity she has enjoyed for the last two generations. The theory of the system of protection may have been reasonable, but it never has been reasonable or fair in its application. And the cause is clear. There is practically no article to which protection can be applied that is not directly a factor in many other industries and indirectly a factor in many more. Even to secure the data upon which an estimate can be made of what is or is not fair protection, and whether its burdens and benefits are equally distributed, demands an accurate knowledge on the part of the framers of tariff bills of all industries in their varied relations. The legislator in even honestly attempting a fair tariff must be, as Adam Smith said, "always exposed to innumerable delusions." It is impossible even to guess fairly at the widespread effect of any provision; it can only be determined through experiment, and when the experiment is tried the industries which experience the malpractice of these physicians are buried below the sight of criticism. Legislators have not the omniscience necessary to construct a scientific tariff. They must depend upon somebody. So they depend upon those most directly interested, and the common way of settling tariff matters is by a compromise among the parties interested. Such an abandonment of principle to the other's designs. It is a gentleman's agreement in which those interested together and decide, as a French minister said, on "How to pluck the goose with the least possible amount of hissing."

But the goose is submitting to the plucking process with an ever increasing reluctance.

### LOWER TAX ON BUILDINGS.

Pittsburg is one of the most recent, and perhaps one of the largest cities, to adopt the theory of taxation that exempts improvements and collects its taxes from land values. The levy on buildings will be lowered by a gradual process that will extend over a considerable number of years. The new law provides that at the next assessment buildings and other improvements upon land shall be taxed at a rate only nine-tenths as high as the land itself; at each succeeding assessment the tax on buildings shall be lowered one-tenth, until it amounts to only one-half that on land.

This step was taken chiefly through the report of the Pittsburg Survey on the Sage foundation. This survey found that workmen pay on an average for houses or flats in Pittsburg nineteen per cent. higher than in Philadelphia, thirty-four per cent. higher than in Chicago, forty-seven per cent. higher than in Cleveland, and seventy-five per cent. higher than in Baltimore. The investigation showed that the workmen in Pittsburg were forced to accept wretched housing conditions, because he could not afford better, while land fitted for manufacturing and business purposes was held at so high a figure that the employer—if he would make a profit—was forced to pay low wages. The average value of land in Pittsburg was only a small fraction below New York. In

both cities the value of land had reached an average of nearly \$20,000 the acre. This is two and a half times greater than its value in Chicago. It is expected that the new taxation will stop speculation in vacant land and render more available for use at fair prices, and that it will help to bring about lower rentals for the people by cutting down the taxes on improved property.

### NOTE AND COMMENT.

"Your constituency wants to be the big mail port." Telling the news to Mr. Hazen. How could he be supposed to know a thing like that? He is merely our representative in Parliament.

Down Halifax way the papers are still discussing the Emergency. Up here in the home of Jingo-Imperialism the Emergency is as dead as Julius Caesar. —Toronto Globe.

They cannot keep it alive much longer even in Halifax. In St. John it long since ceased to be popular or convincing.

The Independent Montreal Mail says Hon. Mr. Cochrane is going to resign before the opening of Parliament, and that Colonel the Hon. Sam Hughes wants the job. Mr. Cochrane, if current reports are trustworthy, is a very sick man. If there is to be a change a Maritime Province man ought to have the railways portfolio.

By this time there are more telegrams from St. John awaiting Hon. Mr. Hazen at Ottawa. If the ocean mails go from St. John over the I. C. R., the telegram will be followed by meetings of protest. The mail carriage contract, like the Gutelius agreement, is probably another one of those unfortunate acts of the government done without Mr. Hazen's knowledge. But, after all, Mr. Hazen ought to know all about the things that affect his province. If he were strong and vigilant he would be consulted before any injustice was done.

The Deputy Postmaster-General telegraphed Mayor Frink asking why there should be any dissatisfaction over the proposal to send incoming ocean mails by the Intercolonial instead of the C. P. R. The Standard excuses the dominion postal authorities on the ground that they are "unfamiliar" with conditions. Is it not lamentable that the Postmaster-General, being unfamiliar with conditions in the Maritime Provinces, should not consult Hon. Mr. Hazen, our Federal minister? Has the Postmaster-General ignored Mr. Hazen, or is Mr. Hazen's influence at Ottawa so small that he is unable to prevent repeated acts of injustice to his constituency?

Halifax is finding it difficult to give accommodation to its steamship traffic. The Acadia Recorder gives this illustration of the obstacles encountered: "The French steamer Niagara arrived in port at Halifax on Sunday night from Havre. She did not dock until noon on Monday in consequence of no dock being available and landed her passengers."

What will the difficulties be later on when more, and larger, ships arrive? St. John's ability to handle freight and passengers expeditiously were questioned by the C. P. R. and the government a little while ago. Transferring traffic to Halifax by the Gutelius agreement seems to have been a case of "out of the frying pan into the fire," even if a lenient view of the case be taken.

## URGES GREATER CONSIDERATION BY GOVERNMENT

R. E. Armstrong Tells Expert Engineer About Possibilities of the Port of St. Andrews from a Local Traffic Standpoint—Some of Its Advantages.

During the recent visit of A. D. Swan, the harbor expert, to the St. Croix, R. E. Armstrong, of St. Andrews, was invited by Mr. Swan to submit his views in writing with respect to the trade possibilities of the port of St. Andrews, from a local traffic standpoint, avoiding "probable" subjects.

Mr. Armstrong has forwarded the following letter on the subject:

St. Andrews, N. B., Dec. 4, 1913.

A. D. Swan, Esq., C. E., etc., Montreal, Que.

Dear Sir: Re port of St. Andrews. Agreeably to promise made to you during your all too brief stay here, I herewith enclose some points for your consideration in connection with the trade possibilities of St. Andrews. I assume that you have already familiarized yourself with such other data, as the accessibility of the port, depths of water, absence from currents, suitability of shores for wharf sites, etc. Therefore, in dealing with this port matters, we have always had in view its adaptability for trans-Atlantic traffic, more particularly for the shipment of grain, our chief arguments, as you will observe by pamphlet I handed you, being that the land haul to St. Andrews is shorter (from Montreal and the West) than to any other Canadian all-year-round port on the Atlantic, and that the port possesses all the natural advantages to fit it for such a traffic. Upon this point, we have had the testimony of many reliable traffic experts and mariners. Probably, however, under existing circumstances, you may deem this phase of the subject to be "probable." Therefore, I will say no more on this point except to remark that I believe it comes within the range of "reasonable probability," and that it should receive the consideration of the government.

Local, Inland and Coastwise Traffic. A glance at the map must convince you that St. Andrews is the natural outlet,

as well as inlet, for all that part of the province of New Brunswick lying between the coast and the boundaries of Quebec, over which the rails of the C. P. R. northern line and its feeders run, Northern Maine.

This is undoubtedly the richest agricultural and lumbering section in New Brunswick as well as in Maine; its products are numerous; its demands large, and its opportunities great. As a matter of fact, the port of St. Andrews has been used for many years for the trans-shipment of phosphate, coal, lumber, agricultural produce and other commodities, a few hours' former articles in recent years forming the chief staples of the changes that have recently taken place in the U. S. tariff, it must be put to you that, given sufficient port facilities, this class of traffic must increase enormously.

The Eastern Steamship Corporation, recognizing the immense possibilities of this Aroostook and upper New Brunswick trade, have had under consideration a proposition to make St. Andrews a scheme that could easily be worked, as it would only take them off their regular course (St. John to Eastport, etc.) for a few hours. It would not be so feasible if it had to be done earlier upon than St. Andrews, for reasons which must be obvious to you.

The same considerations, which influence this corporation, might in the future influence the promoters of a West India or South America steamship service.

Fish—The waters contiguous to St. Andrews are among the finest fishing waters in Canada. Usually (though not this season) sardines, herring, cod, haddock, hake, herring, lobsters and clams are also taken in large quantities. With a free fish schedule in the United States it is not unreasonable to look for the development of a large fish business here. This is indicated to some extent by the increase in business which the existing fish firm at St. Andrews (Gordon & Brown) are enjoying. Mr. Doon (Gordon & Brown) has been lately looking over this territory with a view to establishing here. This firm send their fresh fish, haddies and kippered herring all over Canada, and just now are also doing a trade with the United States which was not possible under the old U. S. tariff. To my mind, it is of the greatest importance that the fishing population of this section that St. Andrews is a trade developed as a port, because it is the nearest railway point to the fishing grounds. The largest and best-equipped canning plant in the world is located here.

Turnips, Potatoes, etc.—St. Andrews is famed the world over for its splendid turnips, and its excellent potatoes. This is true of almost all the coast section of this country. Each year large shipments of turnips and potatoes are made to the U. S. market, also to Upper Canadian points. With a free market in the United States for these products, it must result in large acreage, bigger crops and heavier shipments. This is a trade possibility fraught with great importance, as it means both rail and water shipment.

Building Stone, Granite, etc.—The locality adjacent to St. Andrews abounds in black and grey granite, porphyry, etc. The same stone extends to St. George, where a large granite manufacturing business is carried on. A syndicate of Americans are now negotiating for the purchase of one of the granite quarries, and black granite deposits, and on their behalf the town council has been asked for concessions to enable them to carry on a manufacturing plant here, as well as to ship the stone to the United States. The cut in the tariff rates on stone going into the United States makes this possible. There are trade possibilities in the stone that we cannot overlook.

Briefly, these are the chief points from a local point of view that I have brought before you, in connection with the trade of this port. I have made no allusion to the summer tourist traffic, which is increasing here year by year, and which has within it many possible phases of development. Nor have I referred to the traffic that might be carried to this port by means of the connection (150 miles from St. Andrews) of the Intercolonial line and the C. P. R., nor of the business that might be drawn to this port from Maine railways, which are now hauling freight by rail to its destination here year by year, and which has within it many possible phases of development. Nor have I referred to the traffic that might be carried to this port by means of the connection (150 miles from St. Andrews) of the Intercolonial line and the C. P. R., nor of the business that might be drawn to this port from Maine railways, which are now hauling freight by rail to its destination here year by year, and which has within it many possible phases of development. Nor have I referred to the traffic that might be carried to this port by means of the connection (150 miles from St. Andrews) of the Intercolonial line and the C. P. R., nor of the business that might be drawn to this port from Maine railways, which are now hauling freight by rail to its destination here year by year, and which has within it many possible phases of development.

In conclusion, I would urge the necessity, from a trade standpoint, of the government doing something more than it has done in the past for the development of this port and locality. The St. Croix covers great port possibilities; to develop these possibilities, a beginning should be made at the railway port nearest its mouth. Only by such a beginning can we expect a successful port.

Thanking you for the opportunity you have given me to lay these matters before you, I remain,

Sincerely yours,

R. E. ARMSTRONG.

Nothing Abstractable.

Richard Le Gallienne, the poet, was talking about the hardships of a poet's life. "Poetry is popular," he said, "but there's no money in it. Have you heard the latest about the poet, Pindar Oade?" "Mrs. Oade nudged her husband in the dead of night and whispered: 'Pindar, wake up! There's burglar in the house.'"

"Well, what of it?" said Pindar Oade sleepily. "Let them find out my mistake for themselves!" —Philadelphia Bulletin.

### ABE MARTIN



It seems like the greater a feller is the worse his clothes are. Well, I'll use 'em vote 'er th' best man, but he's never mixed up in politics.

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