

The Semi-Weekly Telegraph is issued every Wednesday and Saturday by The Telegraph Publishing Company, St. John, a company incorporated by Act of the Legislature of New Brunswick.

E. W. McCready,  
President and Manager.

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Sent by mail to any address in Canada at One Dollar a year. Sent by mail to any address in United States at Two Dollars a year. All subscriptions must be paid in advance.

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Ordinary commercial advertisements taking the run of the paper, each insertion, \$1.00 per inch. Advertisements of 10 insertions, 50 cents a word for each insertion. Notice of Births, Marriages and Deaths, 50 cents for each insertion.

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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 Hilde, Skemrock, Roseentwine,  
The Maple Leaf forever.

Semi-Weekly Telegraph  
114 The News

ST. JOHN, N. B., MARCH 28, 1914.

#### CONSERVATIVE TACTICS.

Why are the Conservative newspapers not featuring certain statements by Mr. Borden and his ministers concerning Imperial naval defence? For example here is one of Mr. Borden's statements:

"It has been declared in the past, and even during recent years, that responsibility for foreign policy could not be shared by Great Britain with the Dominion. In my humble opinion, the adherence to such a position could have but one, and that a most disastrous result."

Here is another by Mr. Doherty, the Canadian Minister of Justice:

"What I desire to point out is that, under our constitution, there is no obligation on the part of Canada, legally or constitutionally speaking, to contribute to the naval forces of the Empire, and that position will continue to exist so long as the United Kingdom alone has exclusive control of the foreign affairs of the Empire."

There have been published in certain United newspaper in Great Britain despatches from Canada intimating that the Liberal party is about to accept Mr. Borden's "emergency" naval plan, on the understanding that the ships purchased for the \$35,000,000 will eventually be brought under Canadian control.

The publication of such misleading information in Great Britain can only do harm. This country is waiting for Mr. Borden to define his permanent naval policy, and it is a reasonable expectation that he will define it long enough before the next general election to enable the country thoroughly to understand what his policy involves. He is wrong in waiting, but the risk is his, and his party's.

The despatches which have been published in Great Britain have sought to create an impression contrary to the truth. The Liberal party has not in any way altered its view of the naval question. The Senate took the ground that Mr. Borden ought not commit the country to an expenditure of \$35,000,000 without consulting the electors, particularly as he was under pledge to do so. If Mr. Borden should consult the country about this \$35,000,000 and the country should approve of it, there would be at the end of that branch of the question.

It is no doubt understood in England that if Mr. Borden had been in earnest in what he said about emergencies a year or two ago he would have gone to the country instead of waiting, and announcing as he did at the opening of the present session, that he would wait until death had removed the Liberal majority in the Senate. The German scare has been on the scene since 1909. To-day Germany is talking about defending itself against Russia, and the Russian people are being urged to make heavy expenditures in expectation of a struggle with Germany—a struggle which probably will never come.

Australia and New Zealand are committed to policies such as the Liberals of this country advocated. "Centralization" in Imperial naval matters is a lost cause. The self-governing Dominions fully realize their responsibilities, and they are going to retain the right to control their own expenditures, and even Mr. Borden will not commit himself to any permanent policy, tending to weaken

our self-governing powers. Those who are anxious to take the naval question out of politics in Canada must return to the principles laid down in 1908, when the Liberal leaders and Mr. Borden and Mr. Foster all assented to the plan for a Canadian navy.

#### "GRATED PEANUTS."

Discussing present day reforms, the New York Evening Post in a recent issue says:

"Because we are a nation of business men other nations are accustomed to call us a practical people; what they mean is that we are an intense people. We work hard, and play hard, and break down from overplay as from overwork. We are not practical. We are a nation of believers in patent medicines and panaceas. The latest thing that comes along is sure to regenerate the world. It may be eugenics. It may be the Boy Scouts; it may be the direct primaries; it may be graded peanuts. Grated peanuts are not merely a food, taken in sufficient quantities they will make us successful in business, purify our politics, adjust our industrial problems and solve the servant question."

It is certainly a fact that the mechanical people who shrewdly calculate ways and means, who always know where they are going and get there, are the most impractical of all. Preoccupation with the materialistic side of life makes it difficult for men to discern the things that are really useful. The Greeks were concerned chiefly with the artistic side of life, but they had a better discernment than we have of the uses of things. Their art dealt directly with things, while ours concerns itself chiefly with shadows. They lived with nature more and talked about her less. They saw that water was to cleanse and fire to purify, and even winter laurel, which would otherwise be cast aside and trodden under foot, they plaited into garlands to decorate their artists and athletes. In our industry we have discovered the root of all ugliness, and we have dug round the root so strenuously that it has sent forth its branches over the whole earth.

Comes the reformer to expel the ugliness, to remove the slum, the suffering, the sorrow, the evil, the intemperance, the sickness, and tragedy all about, and in the great majority of cases he discovers the panacea with but little seeking. Then with much or little persuasion he would induce us to use it. Grated peanuts are sure to regenerate the world if taken in just the right quantities. If the women destroy sufficient property, distribute sufficient hand-bills, and use the dog whip with sufficient judgment, they will through the franchise thus won complete the work of reform which the grated peanuts left unaccomplished. The hysterical note is the one always struck. These amiable and well-meant efforts are sure to be injurious. They are of the essence of Jingoism.

The notion that the dead weight of ignorance, poverty, crime and disease can be removed by political patent medicines is one of the idols of all the vagaries of the social philosophers. Education takes time. It cannot be treated as a subsidiary for a lifetime and then be made the chief business for six months with the desired result.

#### TIME FOR ACTION.

Premier Fleming gave an interview to The Evening Times on December 17 last, in which he spoke quite positively about the St. John-Gagetown section of the Valley Railway. He said that the section from Gagetown to the Mistake was only twenty miles in length, and could not be taken over by the Intercolonial for operation until the bridges were completed, so the government had "until the bridges were under way." He told about engaging Mr. Monserrat, to make another survey at or near the Mistake, and he was very emphatic in his statement that the railway would cross the river and be brought into St. John by the east side route.

As Mr. Monserrat's report was not then available—the interview was given on December 17—Mr. Fleming easily avoided any reference to the time within which the bridges would be completed and the railroad brought into St. John; but not long before that he had said positively that it would reach St. John before the end of 1915, and that the contracts had been let.

It must be clear that the situation has changed greatly since Mr. Fleming gave this interview. At that time there was no intimation concerning any demand for more money, and the public never suspected that there would be any proposal for a new guarantee of bonds to the tune of \$3,000,000.

To-day there is a general and rapidly increasing demand for definite information as to what has become of the money already provided, as to the route below Gagetown and above Centerville, and as to the time within which the railway from Fredericton to St. John will be ready to handle traffic. If definite information on this point is to be had, it must be forthcoming at once. The city of St. John should ask officially for this information, and in this other communities should join.

This province should be told now, without quibbling, whether or not the Grand Trunk Pacific is going to use the Valley Railway. If it is not going to use it, or if there is any doubt about it, the facts should be known before the Legislature begins to discuss the voting of another \$2,000,000. We have reason to know that many men in St. John and elsewhere are giving this matter careful attention, and that they feel disquiet and alarm over the manner in which things are drifting. They feel that the time has come for Mr. Hazen and Mr. Fleming to take the people fully into their confidence as to the whole Valley enterprise. The Mayor and Commissioners and the Board of Trade are confronted by an obvious and very important duty

in connection with these matters, and they owe it to the public to discharge it without hesitation.

#### THE OLD FLAG AND POLITICS.

"Let us assume that the English government had devised a measure of defence against an emergency, which may have existed merely in their own imagination, and that the House of Lords declined to pass it. We could not imagine Mr. Asquith retaining office, and contenting himself with a derivative pantomime behind their backs."

The foregoing paragraph is taken from an article by Dr. Andrew Macphail in the University Magazine. Dr. Macphail is an independent in politics, and his article shows how little Mr. Borden's pretences have imposed upon intelligent and detached observers of public affairs. It is the fashion in Conservative circles, in private discussion, to say cynically that "the old flag is good for one more election." Dr. Macphail is inclined to doubt it. "It is doubtful," he says, "if ever again patriotism will lend itself to exploitation for political ends."

Best of all perhaps is Dr. Macphail's exposition of the manner in which the Senate has exposed the folly and the insincerity of Mr. Borden's action with respect to the navy. He writes:

"We made a great show of earnestness during that election and in the consequent debate. Even the elect were deceived, those, namely, who were signed with the Imperial seal. But no one now supposes that we were as much in earnest as we seemed to be. The old gentlemen who compose the Senate did not profess to think so, and old gentlemen who go to bed at eleven o'clock get up in the morning with very clear heads. They have no electors to trouble them; their salaries are safe; their number cannot be diminished or increased; they fear no enemy but death, so their judgment is fairly sure of being unbiased. When the charge of being partisan was uttered against them they made as if they did not hear; and when the word, disloyalty, was mentioned they gave no sign. The session was at an end. Like the witch in Macbeth, Mr. Borden cried, 'I'll do it, and I'll do it, and I'll do it, but he did nothing. He did not appeal to the people. He did not re-introduce the Naval Bill at the present session. He has not even mentioned the subject of a permanent naval policy which was at one time so much discussed. He could not."

It is all very well for the Conservative press to abuse the Senate. But why was Mr. Borden so easily checked in his headlong desire to save the Empire by the Senate's request that he submit his emergency measure to the country? When he failed to introduce his emergency bill at the beginning of the present session his confession was complete. He was able in one campaign to impose upon the people by stirring their patriotism. Since then they have found him out.

"THE PASSING OF THE DREAD-NOUGHT."

Mr. Churchill has just secured an appropriation for the navy greater than has been, and now "Truth" in London publishes an article on "The Passing of the Dreadnought." It gives the following account of recent developments in the submarine:

"I believe it to be the accepted doctrine in the best-informed naval circles that, as things are at present, no battleships dare venture into waters in which submarines are known to be lurking. What does this mean? That in future battleships can only come into action in mid-ocean—in the centre of the Atlantic, possibly, or in the South Sea; and that the next naval war the 'narrow seas', around the British Isles, the Baltic and the Mediterranean can be literally closed to battleships. Nor will the broad ocean be exempted from the closure for long. The new British submarines now under construction, of which particulars were given in Truth two, or three weeks ago, will be all but ocean-going ships. Their radius of action, limited only by the necessity of replenishing their fuel, is 1,000 miles. They will have a surface speed of nearly twenty-two knots—that of a first-class battleship—and about sixteen knots speed submerged. They are to be of 1,500 tons displacement, which enables them to carry a large armament of torpedoes and two quick-firing guns. Against these craft a battleship is absolutely defenceless, unless when she is lying at anchor with torpedo nets out, and at the present moment no one can see how she can be defended."

Mr. Churchill's provision for submarines is unspecified. He has secured more than a million for air navigation but leaves indefinite the amount for navigating under the sea. But it is not surprising that the experts on the subject are preparing for the passing of the Dreadnought. When the first Dreadnought was built it made antiquated Britain's navy, and at one stroke removed much of the advantage she enjoyed over the other nations on the sea. During the few years it has already lived the Dreadnought has been increasing in complexity and in expense, and now we have the prophecy of its passing. It is an illustration of the difficulties under which our world-troubles and world-problems are being worked out. The expense of armaments, absorbing the fifth of the national income, and the tax-payer, groaning under the burden, is informed that in the increase of

armaments is his only security from uneasiness and alarm. When he has provided expensive weapons in unprecedented quantities, and crippled himself industrially to do so, he finds that he has literally been pouring money into the sea. The nations of Europe are leading each other a senseless race to bankruptcy, and they are led in turn by the armament manufacturers. It is a very ignoble bondage and as sordid as anything that can be imagined.

In one of his poems Kipling draws the picture of Dives in hell, agreeing in return for liberty to maintain peace on earth. He establishes himself in money centres and by lending money to manufacture arms and armaments, he involves the nations so heavily in the bonds of debt that they cannot afford to fight. He says:

"Behold the price of Moab! For the sword which he hath  
His hand is to Philistia, the half of all he hath;  
And he may not draw the sword until  
Gaza give the word,  
And he gain release from Asaklan and Gath."

Though the armament makers engineer war scares the last thing they desire is war. They would establish competition in arms and armaments but not in killing. A workman earning wealth for his mill is better than half a dozen dead ones on the field of battle. The dead are not profitable, but the scrapping of war-engines means overflowing coffers and sumptuous faring for Dives.

It should be some satisfaction to a pusillanimous government at Ottawa to find that submarines and cruisers are likely in the near future to displace Dreadnoughts. If the country is not equal to the task of building the larger engines of destruction she can certainly build the smaller ones. Mr. Hazen will be surprised to find that the Dreadnoughts are liable to be "obsolescent" long before the "Bristols."

#### THOSE WHO FIGHT.

The London cablegrams announce that Sir Edward Carson intends to take the field if there is fighting in Ulster. Many of those who believe Sir Edward Carson has been unconsciously the tool of designing Unionist politicians, will be inclined to feel more respect for him if he intends to share the risk of being killed in the struggle, which he says Ulster is about to experience.

A jingo has been defined as a person who hunts up reasons why other people should go out and get themselves shot. But if Sir Edward is going to go along and make himself a target with the others, he is not a jingo, but a man who has the courage of his convictions, however misguided.

It is to be regretted that more men who talk in a warlike fashion, and who urge others to prepare for war, do not take this example for their guidance. The man of strong views can best show his good faith in such cases by shouldering a rifle, thus proving his willingness to take his own medicine. The time is coming when advocates of war and slaughter will not be listened to until they have convinced their fellow citizens in some practical way that they themselves are ready to face death if their bellicent talk leads to war.

All well-thinking people will earnestly hope that the Irish question may be settled without an appeal to force. Sometimes, however, no argument but force will be listened to, and in such cases those who draw the sword must abide by the consequences, however tragic they may be. In Great Britain of late each side has accused the other of bluffing. Before the end of the coming summer events will show by which side the bluffing has been done; and it is time.

#### THE FIRST STEP.

It will be noted that when a very necessary conference between the Mayor and Commissioners and the Board of Trade was convened at City Hall on Tuesday a few of those present appeared to entertain the view that the meeting was unnecessary. That view is a very mistaken one. During the next few years this city and this province will be influenced for good or ill to a very great extent by transportation developments, and it is not to be supposed in the present unsatisfactory state of the Valley project that the city of St. John is going to remain silent and inactive while an additional two million is voted for a project the essential facts of which are not publicly known, the whole future of which is in doubt.

Mayor Frink expressed the view on Tuesday that the newspapers might perform a valuable service by entering into an exposition of Valley Railway finances. Some of the men within sound of his voice could have told him that there is indeed a rich field for inquiry in that direction, and they might have added that the Mayor and Commissioners, representing the people of this community, would find it a field worthy of cultivation.

Speaking of finances, it is said that work on 150 miles of the Valley Railway, from Gagetown to Centerville, is approaching completion. For this 120 miles there has been available up to the extent of something like \$3,768,000.

Has the government produced anything to show that the work done has cost any such sum?

If not, what do the gentlemen who attended Tuesday's conference think of the calm proposal to add another guarantee of \$10,000,000, which would amount to \$2,000,000 for the whole railway, or \$12,000,000 more for that portion between Gagetown and Centerville? It should not be difficult to convince any one at all interested that there is indeed an attractive quality about Valley

Railway finance that might well challenge the attention of this city and province to the exclusion of many minor questions.

Moreover, at the time this city first heard of the proposal to guarantee bonds to the extent of another \$2,000,000 one end of the projected railway was hung up at Centerville, and the other at Gagetown, and it is not known today whether construction beyond Centerville below Gagetown is to be carried on, or within what period the railway will reach St. John and become more than a feeder for the C. P. R. at Fredericton and at Woodstock.

It was pointed out with truth at Tuesday's conference that Hon. Mr. Fleming is confronted with difficulties. He is. But is the public responsible for the delay in deciding upon the point at which the St. John River is to be crossed? Is the public responsible for the fact that the railway cannot be finished by the end of 1915? Are representative men in this city and province supposed to be found willing to favor an additional \$2,000,000 merely because Mr. Fleming has been weak or has listened to unfortunate advice?

The meeting on Tuesday had no political purpose. It was designed to produce a show-down which is long overdue. It will not have that effect unless it is followed up by stiff demands for the most explicit information from this date until the Legislature has disposed of the new proposals in connection with Valley Railway financing.

The Federal minister for New Brunswick and the Premier of this Province between them ought at this date to know whether or not the Valley Railway is to carry Transcontinental traffic, when it is to begin to carry it, and by what route. If they are not prepared to give the people this information, why vote another \$2,000,000 blindly?

Once the money is voted, what does the average man think of the chances of securing reasonable guarantees that the railroad will be completed by the right route, within a reasonable time, and will serve the purposes for which it was planned? Now is the time to strike and strike hard if the city and the province hope to secure a square deal.

The representatives who display courage and public spirit in these matters today will justify the faith of those who vote them, whether they are in the Common Council, the Board of Trade, the Legislature, or the House of Commons. Those who are silent or inactive at the bidding of sinister interests will have the public to reckon with later on.

#### THE MENACE OR ABSOLUTISM.

Russia is now being used by the militarists of Germany to extort more taxes for the army from the people. There is no method of telling what basis of truth is behind their statements. So long have they been crying "Wolf!" "Wolf!" under dictation from the armament firms that when the wolf does come the country may be unprepared.

As a matter of fact Russia is spending \$875,000,000 on railways, most of their strategic lines to the Austrian frontier, and is forming four new army corps for possible emergencies. The uncertainty is affecting the industrial situation very adversely because investors refuse to use money in investments that depend on the political situation, and the men who have money in Austria are seeking out foreign investments or stocks that would not be greatly affected by another upheaval in the Balkans.

Russia is not in character a European country, and she brings no contribution to European civilization; but the contrary. When Napoleon said: "Scratch a Russian and you will find a Tartar," what he perceived was that in spite of fact that the Russian capital had been westernized by the will of the czars, the people are still strongly attached to the customs and habits of their ancestors. The people have not changed since the days of Peter the Great. They are peaceful and industrious, and their traditions are such that they would develop great productive power and a civilization of an indigenous type, if they were free to use their powers in their own way and to satisfy their interests as they experience them in the life of the nation, they have to meet. All the interference of Russia in European politics has been harmful, and unjustifiable—menacing to Europe and to herself.

The imitation of French ways which has been popular among the upper classes has not at all affected the mass of the population.

It has had a vacillating effect upon her policy. Today the westernizing policy is favored at court, tomorrow the pan-Slavic party may prevail and all the polling and dragging of the czars has only spoiled one thing without making another. But it has seriously affected European development. It is the European ambition of Russia that has made the question of the Dardanelles of the very highest importance for generations. Heine in speaking of this says: "Even when they are discussing quite other subjects, the great rulers of the nations are casting anxious glances towards the Sublime Porte, the old Byzance, Stambul, Constantinople—for the plague spot has many names." Then he continues: "What wonder that some of the high potentates of Europe are willing to permit the great inheritance to be absorbed by Russia, and that each is eager to have his share in the Oriental cake! The appetite of each is whetted as he beholds the barbarians of the North gorging themselves, and the pettiest duodecimo German prince makes a claim at least for beer money. These are the motives of human nature which necessarily render the fall of Turkey perilous for the world at large. As for the political considerations which render it impossible for England, France and Austria to permit Russia to establish

himself at Constantinople, they are apparent to every schoolboy."

Did the principle of the sovereignty of the people receive acknowledgement in Russia, the same danger would not exist. The individuals would then elect their own rulers and would most likely be governed as peacefully as possible. But while the doctrine of absolutism prevails, when the people and country are regarded as the property of the prince, Russia continues to be a threatening menace. The most ancient usages of the Russian villages are democratic; but the autocracy holds the country together as a unit and imposes upon it to crush out its inherited customs. Russia has not the character to justify her assuming a high place in the conduct of world affairs, or to enable her to execute it wisely. Her development in European directions therefore most seriously affects the interests of western civilization.

#### THE IRISH PROBLEM.

The storm and stress at Westminster in connection with the Home Rule legislation reached a new point of intensity yesterday, but these later developments and the Prime Minister and his associates firm in their intention to carry the Home Rule Act into effect and to take adequate measures for the preservation of law and order during an interval which threatens black trouble. The eyes of the world are upon Ireland at this time, and one good result of the struggle will be to spread more accurate information concerning Irish affairs throughout the King's dominions. For example, it is a common practice to speak of Ulster as a unit. But Ulster, while it contains a Protestant majority, is represented in the House of Commons by more Home Rulers than Anti-Home Rulers. This means that not all the Protestants of Ulster are opposed to Home Rule, although most of them are fiercely opposed to it. How mistaken it is to regard Ulster as a unit is perhaps best indicated by referring to the nine counties of Ulster and seeing how many Protestants and Catholics they contain according to the last religious census.

We take these figures from the Manchester Guardian.

Protestant Majority.	
Antrim	79.5
Down	68.4
Armagh	54.7
Londonderry	54.2
Catholic Majority.	
Cavan	18.5
Donegal	21.1
Monaghan	25.8
Fermanagh	48.8
Tyrone	44.6

The Guardian goes on to say that Antrim and Down, which are the overwhelmingly Protestant counties, include 587,488 Protestants and 207,698 Catholics. In the other seven counties of Ulster there are 488,387 Catholics and 500,245 Protestants. These figures, of course, deal with Ulster alone and it is unnecessary to say that the other Irish provinces are overwhelmingly Catholic.

Wednesday's developments in the House of Commons will tend to clear the air somewhat. Mr. Asquith and his Ministers, very properly resist the attempt to drag His Majesty the King into the controversy, and make the announcement that his house has been marked by the utmost propriety throughout. This means that all stories to the effect that the King had "interfered," or would "interfere" have been without foundation. Mr. Asquith also made it abundantly plain that certain officers of the army would not be permitted to dictate to the government, or to secure from it any assurances in any way modifying the relations existing properly between the civil and the military power.

There has been during the last few months a massing of many forces in an effort to break the government. In every case failure has resulted. The thing most to be regretted is that so many men in the opposition have been thinking much more about a Unionist victory in Great Britain than about the welfare of the Irish people as a whole and of the Empire at large.

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#### QUERIES ANSWERED IN LOCAL HOUSE.

Fredericton, March 24.—Hon. Mr. Fleming in answer to Mr. Dugal's inquiry, said:

Question 1.—What was the value of the school books in the hands of the vendors at the close of the last fiscal year?

Answer.—The value of books in the hands of vendors at the close of the last fiscal year was \$16,708.12.

Question 2.—How much were the vendors in arrears of payment?

Answer.—We cannot state definitely the amount that the vendors were in arrears at the close of the last fiscal year, but the amount of such account was \$1,906.42. This includes the value of the books in their hands at that date.

Question 3.—What vendors did not make returns or complete returns, and what amount does each owe the government?

Laura H. Alfred	\$ 40.32
James A. Calder	74.30
S. S. Cormichael	7.98
E. J. Denehall	16.40
B. W. Dyer	12.90
Herbert F. Fowle	17.95
W. A. Fowler	16.27
Coddard Brothers	8.49
H. P. Gillespie	88.49
C. D. Goodell	72.78
A. A. Gougen	7.21
J. A. Humble	42.10
H. P. Hicks	86.25
E. Hayes	87.95
C. L. Jones	88.99
Kelley & Hall	19.24
Patrick T. Leger	151.94
W. H. Lawrence	90.92
P. A. Laughlin	62.64
H. Monrohouse	18.46
Angus McKensie	7.00
H. Michael	16.46
Samuel McNett	64.16
Est. J. F. McShuskey	32.56

Mrs. Thos. McCann	24.17
John M. McLeod	166.84
J. P. McCain	8.84
C. C. Prime	0.20
Richard Parker	72.86
W. A. Smith	7.67
John Roberts	8.68
C. A. Stewart	142.46
M. Stewart	54.81
W. L. Thompson	11.82
Wilson & Co.	226.81
R. E. Shandlin	27.72
F. N. Thompson	18.57
M. N. Thompson	15.50
P. H. White	4.26
F. S. Williams	84.60
W. R. Williams	45.71
W. L. Williams	9.43
J. D. Welch	7.54
W. H. Lefevasseur	7.90

\$1,906.42

Question 4.—Is there any regular inspection and inventory of the stocks on hand of the vendors? Who is supposed to do this work and how often is it done?

Answer.—We do not have a regular system of yearly inspection, but in 1910 we checked up almost the entire province and each year since some portion of the route of the Valley Railway has been checked. This year St. John, Westmorland, Restigouche and Gloucester counties were checked. The work is done either by the staff of the department or by some one appointed by them and under their supervision.

Hon. Mr. Fleming in answer to Mr. Dugal's inquiry, said:

Question 1.—Was any assurance given by the premier to a member of the government to a delegation from the parishes of Kingston No. 2 and Westfield No. 2, that it might be possible to divert the route of the Valley Railway so as to cross the Kennebecasis at or near Barlow's Bluff?

Answer.—Various delegations have been heard from time to time in regard to possible locations of the St. John Valley Railway particularly from the Mistake to the city of St. John, and a delegation from the parishes mentioned did make representations to the government. Question 2.—Did the engineers make any survey of this route? If so, what was their report?

Answer.—The engineers of the Railway Company have made examinations and investigation of all suggested locations. Any information sent to the government has been turned over to the Railway Company.

Question 3.—Is it true that J. Simon Armstrong, C.E., made soundings repeated upon the Kennebecasis at near Goudville Point and discovered much less depth of water higher up the river?

Answer.—The government has no certain knowledge that Mr. J. Simon Armstrong made soundings lately upon the Kennebecasis but from correspondence believes he may have done so.

Question 4.—If so, does this lessen the likelihood of having the Kennebecasis for railway purposes?

Answer.—All information submitted by