

THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, MAY 6, 1933.

THE SEMI-WEEKLY TELEGRAPH  
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Semi-Weekly Telegraph  
ST. JOHN, N. B., MAY 6, 1933.

VESTED RIGHTS AND PUBLIC RIGHTS

Over in Prince Edward Island the Legis-  
lature has just decided, by a vote of thir-  
teen to five, that the city of Charlottetown  
may (until a public lighting plant, and  
that the company which now lights the  
city must meet competition or quit. The  
decision is interesting as showing how two  
legislatures, arising from the same pre-  
mises, may reach widely divergent con-  
clusions. St. John's claims for a telephone  
franchise, a lighting franchise for Carleton,  
and simple justice from the Street Rail-  
way, were met by the assertion that cer-  
tain stockholders had rights which the  
people must not disturb, even though it  
meant that these stockholders could go  
on exacting excessive rates for services which  
were, and are, unsatisfactory. It was held  
in one case that the city must buy out  
the existing company before municipal own-  
ership and operation could be permitted. In  
another case the city was denied an exclu-  
sive franchise although companies enjoy  
such franchises.

In the Island Legislature several mem-  
bers asserted that the people of Charlottetown  
must not enter into competition with  
the present lighting company unless they  
had first agreed to buy the existing plant  
at a price to be fixed by arbitration. More  
than two-thirds of the members, however,  
decided that the people of Charlottetown,  
if they were dissatisfied with the present  
price and quality of light sold to them by  
the company, could not be compelled to go  
on buying it, but should be free to set up  
a lighting system of their own.

This is the reasonable view. Men who  
invest in public utilities have no rights so  
great as are the rights of the people whose  
streets they use. The day of long term  
franchises, and of exclusive franchises for  
private persons, is passing. People who  
make use of streets and lights and tele-  
phone must be protected against both ex-  
cessive charges and poor services. These  
franchises are granted with the under-  
standing that the services shall be satis-  
factory, and when they are not it is not  
to be thought that those who control them  
are beyond the reach of the public.

Friends of "vested rights" are quick to  
raise the cry of "confiscation." It is well  
to keep in mind the fact that repudiation  
begins when a company violates the con-  
ditions on which its franchise was granted.  
Conditions change. We shall hear less  
heretofore of the rights of men whose  
money is invested in gas, light, and street  
car companies, and much more concerning  
the rights of those whom such companies  
are supposed to serve. In St. John, and  
throughout New Brunswick, the relations  
of the public to such companies will be  
come more and more a live issue in mu-  
nicipal and provincial politics, and we shall  
be surprised if a different spirit is not  
manifested in our Legislature here-  
after. We heard great outcry recently  
from gentlemen whose Street Railway  
dividends seemed and only seemed—men-  
aced. Citizens do not forget that these  
same gentlemen sell us the worst gas in  
Canada for about the highest price. Does  
anyone believe they have some sort of  
sacred right to keep it up?

AN UGLY STRIKE

Any labor trouble in Chicago serves to  
recall the Haymarket riots and the Debs  
strike when President Cleveland sent  
United States regulars into the city to  
compel peace. The population contains  
many dangerous elements, perhaps more  
than any other city in the world. There  
has been much disorder since the start  
of the present labor dispute, and it is quite  
probable that federal troops may yet be  
called in. The contest is a stubborn one  
and its effects may be far-reaching, for  
seemingly union labor is met by a power-  
ful employers' association, and neither can  
afford to yield. Murder, rioting, and  
general violence have already occurred,  
and the police seem likely to prove unable  
or unwilling to keep order and protect  
life, and property, and the rights of non-  
union workers.

Wages in St. John are at the bottom of the  
matter. The synthetic strike has been met  
by the sympathetic lockout, or nearly that,  
for an employers' association, composed of  
nearly all the important employers of labor  
in Chicago, is fighting against deflation by  
the teamsters' union, a body 10,000 strong.  
The origin of the trouble directly affected  
neither the association nor the teamsters.

A firm of garment manufacturers had a  
dispute with its employees. The employees  
were garment makers, yet they were able  
to enlist the aid of the teamsters, a much  
more powerful organization, which sought  
to prohibit the delivery of goods to the  
firm or the removal of goods from its  
premises. But the garment makers and  
the teamsters fell out and the teamsters  
then said they were ready to go  
back to work. The firm declined to employ  
teamsters must apply as individuals and be  
treated just like other applicants. In  
other words, they had forfeited their job.  
The teamsters then declared that the strike  
would go on, and that nobody would be  
allowed to haul anything to or from the  
firm's place of business. Men who were  
ordered by other employers to deliver  
goods to the firm, refused to do so, and  
were discharged. An express company dis-  
charged a man for thus disobeying orders,  
and all of its drivers promptly went out.  
So the strike spread until nearly all the  
drivers in the city were involved.

Employer after employer whose business  
was thus affected because of a matter with  
which he had primarily nothing to do,  
joined the employers' association to fight  
the strike, taking the position that the  
teamsters' union must not be permitted to  
say what this or that employer of labor  
must do under certain circumstances. It  
is pointed out that the express companies,  
for instance, are common carriers, and can  
be sued for failure to accept and deliver  
goods. Yet the teamsters' union says their  
business must be suspended. Realizing  
that federal interference may be necessary  
before business can be resumed, the em-  
ployers have organized a cartage company  
whose teams are protected by injunctions  
issued by a federal court. If the city au-  
thorities are unable or unwilling to en-  
force respect for the federal court's orders,  
the court may call upon the United States  
government for protection, in which case  
the strikers will have regulars from the  
plains and not local and perhaps sym-  
pathetic policemen to deal with.

Both sides are well organized and have  
plenty of money, and a desperate struggle  
is to be feared. Many lives may be sacri-  
ficed; but in the end it will be proved that  
no organization can set the law at defiance  
and either dictate to the united employers  
of labor or prevent independent labor from  
accepting the employment offered. Chi-  
cago, unfortunately, is a peculiarly danger-  
ous city in which to fight out an issue of  
this character, but the lesson learned may  
be of unusual value and may establish a  
needed precedent.

"GOOD ENOUGH FOR CANADA"

An special cable despatch printed else-  
where contains a suggestion by the Cana-  
dian Gazette of London to the Dominion  
government, to the effect that the Eng-  
lish authorities be notified plainly that  
Canada must not be regarded by English  
magistrates as a dumping ground for the  
unfit. The case in point is that of a York-  
shire lad of weak mind who attempted  
suicide after a rebuke by a father. The  
magistrate before whom he was arraigned  
released him upon his father's promise to  
ship him to Canada at once, a plan which  
apparently appealed to the court as ex-  
cellent. In other cases in which reference  
has been made previously prisoners thus  
released were criminals or paupers.

Canadians have had altogether too much  
evidence that a certain class in England  
still looks upon the Colonies as a conven-  
ient waste space for the disposal of per-  
sons who have proved criminal or unde-  
sirable, but who have committed no crime  
so severe as to warrant serious punish-  
ment at home. Every country, as the  
Canadian Gazette says, should consume its  
own garbage. The immigration authorities  
here guard more or less carefully against  
"the scum of Europe"—not so carefully  
as is desirable or as they will some years  
hence. It is unpleasant to discover  
frequent proof that there are still officials  
in the Old Country who believe anybody  
is "good enough for Canada." Our own  
criminal and pauper class is not large, but  
it will grow all too rapidly without arti-  
ficial assistance from the other side.

As there are magistrates ignorant or  
careless enough to regard Canada as a  
dumping ground it would be proper for  
the Dominion government to make it  
London the representations necessary to  
prevent the immigration authorities from  
sending us any more young  
gentlemen of suicidal or criminal  
tendencies or any who have been  
declared useless members of society  
in England. It is not pleasant to  
think of the view of the country enter-  
tained by certain moderately thick-witted  
if eminently respectable gentlemen who  
fill the seats of justice over there.

FRANCHISES

Quite wonderful are the discoveries made  
by lighting companies when they find  
that they are threatened with competition.  
Still more wonderful are the results of in-  
vestigations made to find out just what it  
costs to produce gas and electric light, and  
just how much profit private companies  
make when they have the field to them-  
selves and there is no hint of competition.  
The following from the Montreal Witness  
will be read with interest by people who  
pay \$1.75 for the worst gas in Canada:—  
"At last we have the report of the sub-  
committee of the City Council appointed  
to consider the question of a municipal gas  
plant and the offer of the company. In  
return for an extension of its franchise  
for fifteen years the company has offered  
to reduce lighting gas from \$1.20 to \$1.00,  
and cooking gas from \$1.00 to ninety cents.  
The majority of the sub-committee, strange  
to say, favors the offer of the company.  
As the present franchise has yet five years

to run that would mean binding the city  
and the citizens to these exorbitant prices  
for twenty long years. This looks like a  
return to the lurid plundering days of the  
Prenfontaine regime. It has been shown in  
New York and many other cities that gas  
can be delivered at the bureau for from  
twenty-six to forty-eight cents. There is,  
therefore, no rhyme or reason in our pay-  
ing ninety cents and a dollar for twenty  
years, or a moment longer than we are  
obliged. To pay a dollar a thousand feet  
for gas today, now that we know how  
much less it costs to produce, is not to be  
thought of as a new franchise era is  
under consideration. These aldermen who  
vote for any such proposition stand a good  
chance of losing their jobs."

The Witness is regarded as a newspaper  
of sound ideas with respect to financial  
matters. Isn't it surprising that the con-  
servative Witness is not found crying out  
that the poor stockholders of the Montreal  
gas concern must not be robbed? The  
Witness, it seems, does not see why some  
citizens should tax others excessively. The  
Witness may have heard of "vested  
rights," but that does not prevent it from  
demanding light at a reasonable rate.

CABINET MAKING

The Carleton Sentinel shares the belief  
recently expressed by the Fredericton  
Gleaner, that coming cabinet changes will  
include the retirement of the Minister of  
Railways. The Gleaner's theory is that  
Mr. Emmerson, as a minister, is unsatisfactory. The Sentinel gives no  
reason whatever for its statement about  
Mr. Emmerson, but says that Mr. Frank  
Carroll, M. P., is the coming man, and  
that Mr. Emmerson may become  
lieutenant-governor and be knighted, or  
may go to the bench. The Sentinel may  
or may not know what it is talking about.  
As to that Mr. Emmerson's friends can  
find out, no doubt, by exercising a little  
patience, and they are accustomed to that  
exercise. Says the Sentinel:

"There have been rumors that our pro-  
vincial leader, Hon. H. R. Emmerson, may  
retire altogether from politics in the near  
future. The Minister of Railways has al-  
ways been a sturdy Liberal and deserves  
well of his party. There are those who in-  
cline to the view that he is not more than  
two distant day take a seat upon the  
bench. The Sentinel sorely holds this  
opinion. We would not be much surprised  
to learn that our provincial leader, Mr.  
Emmerson, has been a minister, and that  
some other than Hon. Henry R. Emmerson.  
There has even been a whisper going  
around that with the honor a knighthood  
may be thrown in."

Mr. Emmerson's successor in the  
railway department will be a New  
Brunswick. Of the Liberal delegation in  
the House from our province it is not  
difficult to see that the only man who  
fits in with the party in general  
recognition the member for Carleton  
from our province.

The Sentinel mentions other changes,  
and adds: "The changes we have spoken  
of will not all come at once. Some of them  
may never happen. All are probable, a  
few are certain."  
This is quite oscular. Also it would ap-  
pear to show much consideration for Mr.  
Carroll, and no great amount for Mr.  
Emmerson. The Sentinel may now be read  
out of the party by Mr. Emmerson, as the  
Woodstock journal is somewhat rash in in-  
viting the lighting—unless it has seen the  
slate. Whatever Mr. Carroll's chance is,  
that on the event of the Empire being  
plunged into a great war all should agree  
to share its burdens in proportion to their  
wealth and population; that the cost of  
war and preparation due to any ravaged  
province of the Empire should be shared by  
one and all alike. In this manner all  
would become equally interested in vigor-  
ous and prompt prosecution of hostilities,  
and their conduct to a successful issue."

CANADA AND FUTURE WARS

The military correspondent of the Lon-  
don Times rebukes the writers and speak-  
ers who insist that Canada should con-  
tribute a fixed sum toward the cost of im-  
perial defence, and suggests this plan:—  
"If we are wise we shall abandon con-  
tributions, and make no effort to impose a  
fixed contingent upon the populations,  
whose sense of independence would be out-  
raged by the suggestion, and whose goal  
will have been so lately so splendidly  
proved, but to call them to our councils  
and explain to them the whole situation  
both in relation to the present and the  
future, and leave suggestions of ways and  
means come from them; but we should  
like wish to make a definite proposal of a  
practical character. It should be estab-  
lished as a central band of kinship and  
a universal system of imperial insurance,  
that on the event of the Empire being  
plunged into a great war all should agree  
to share its burdens in proportion to their  
wealth and population; that the cost of  
war and preparation due to any ravaged  
province of the Empire should be shared by  
one and all alike. In this manner all  
would become equally interested in vigor-  
ous and prompt prosecution of hostilities,  
and their conduct to a successful issue."

RE-PEOPLING THE PROVINCE

In discussing the question of immigra-  
tion the Brockville Daily Times says:  
"Western Canada has been drawing  
largely on the maritime provinces for its  
settlers, and New Brunswick is beginning  
to realize that the heavy draft is having a  
depressing effect on its prosperity. Some  
of the local papers are suggesting the in-  
auguration of an immigration scheme by  
which places of those who have gone west  
will be filled. There should not be much  
difficulty in re-peopling the beautiful and  
fertile New Brunswick, Ontario and Que-  
bec by setting a fair share of the new  
comers to Canada and this without any  
assistance whatever from the Federal gov-  
ernment. These two provinces have de-  
pendent on their own efforts by means  
of immigration and colonization officers.  
If New Brunswick were to secure the ser-  
vices of an experienced and energetic man  
(like Thomas Southworth of the Ontario  
Immigration Department, or like some of  
the Dominion or Quebec immigration offi-  
cials), without doubt the advantages of  
New Brunswick as a good field for set-  
tlement would be properly placed, with the  
earnest co-operation of the local govern-  
ment, before that class which New Brun-  
swick particularly desires.  
"A large volume of immigration passes

through the maritime provinces during the  
winter and spring months and if any sys-  
tematic endeavor were made to secure a  
part of it by New Brunswick we believe  
it would be no less successful than the  
work of the Ontario and Quebec immigra-  
tion officials has been.  
The old saying that the Lord helps  
those who help themselves contains a  
sentiment which the New Brunswick au-  
thorities should not only take to heart,  
but act upon with promptness if they do  
not desire the fair province of New Brun-  
swick to fall behind in the general com-  
petition throughout Canada for good set-  
tlements."

NOTE AND COMMENT

Chicago is inviting a visit from the state  
or federal troops, and the longer that visit  
is postponed the more people the troops  
will have to shoot when they arrive.  
Mayor Dunne is playing with fire.

Boston, and Maine, persist in suspecting  
that St. John is "harboring" "Elijah"  
Sandford of Sillol. We are harboring his  
yacht at all events, but whether the  
chariot bears the prophet appears to be  
an open question. If he is still in Maine  
St. John will not feel the loss.

The gifted and well-advertised chorus  
girl who has occupied the electric chair in  
New York will now be at liberty to con-  
sider the offers of the various theatrical  
managers who know paying material when  
they see it. No doubt several playwrights  
have prepared new versions of "The Mys-  
tery of a Hansom Cab."

The Emperor of Japan, when he heard  
of these terrible sufferings, was torn to the  
heart by the thought of his soldiers' mis-  
ery, and ordered that no fire should be  
lighted again in the palace until the war  
was over. "We will not be warm until our  
soldiers are warm too," he said.—Baron  
Kaneko.

If the czar had shown some such spirit  
when Father Gapon led the people to his  
palace last New Year's there might be  
peace in Russia today.

Baron Kaneko, discussing Japan's losses  
and the future of the war, says: "We  
have lost, alas! close upon a hundred  
thousand lives in this most holy war. We  
are prepared to sacrifice not only a hun-  
dred thousand more, but ten hundred  
thousand, and another million after that,  
to sustain and vindicate the undoubted  
rights of our people." If the baron knows  
his countrymen Russia's chances of success  
are very slight. Even a naval review  
would not discourage a nation ready for  
such sacrifices.

Magistrates are often puzzled to know  
what to do with men who beat their wives  
and waste their wages. Often to fine or  
imprison them is to deprive the family of  
support and cause hardship without doing  
any good. An exchange tells how they  
manage in Germany:

Wife beaters are punished in a sensible  
manner in Germany. They are arrested  
every Saturday after they have finished  
their week's work and kept in prison un-  
til the following Monday. This is done  
regularly every week until the sentence is  
worked out, the object being that the delin-  
quent shall be able to earn money during  
the week to support his family.

The Commercial has from time to time  
mentioned the possibility of Stockton  
Springs becoming an outlet for a port,  
possibly a considerable part of the busi-  
ness of the Canadian Pacific Railway  
Atlantic traffic. Natural conditions favor  
the place and it remains to be seen if the  
down river port doesn't realize some of  
the expectations of its fondest supporters.  
St. John, indeed, must watch out.

SYDNEY'S DRY DOCK

The North Sydney authorities have de-  
cided, subject to the ratification of the  
ratepayers, to extend assistance to Captain  
Farquhar's proposed dry dock scheme at  
that port. As indicated by the wording  
of the resolution, much care was evidently  
taken that the bonus would be properly  
earned before being paid. On the com-  
pletion of the dock a bonus of one  
per cent, of \$150,000 (this doubles being  
the estimated cost of the dry dock) will  
be paid the company, and for a period of  
fifteen years thereafter a bonus of one  
per cent, on the amount of money paid  
annually on the labor performed at the  
dry dock will be granted. In addition to  
the foregoing concessions there will be ex-  
emption from taxes and free water for a  
period of twenty years. Free water and  
exemption from taxes for a similar period  
will also be granted to a wrecking and sal-  
vage plant located at North Sydney. The  
bonus is by no means heavy; \$150,000 is to  
be paid on completion, and the annual pay-  
ment will be \$1,500, a sum of \$1,500 will  
be paid yearly for 15 years. One advantage  
to the town from an arrangement like this  
is that it will not have to borrow the  
money to be paid out. On the other hand  
the amount of money to be paid out with  
no tax is an advantage which no  
company can afford to overlook. There is  
also a substantial federal subsidy of three  
per cent, on the cost of construction offered  
for the establishment of a dry dock. If  
the company represented by Capt. Farqu-  
har is in earnest the enterprise should soon  
be assuming practical shape.

BIRDS, BEASTS AND FISHES

Winchester (Ky.) Sentinel.  
Mrs. Mann, of Ewing (Ky.), is visiting  
her brother, C. M. Boone, of this place.  
Mr. Boone sold 27 head of cattle to  
B. T. Brunklin for four cents per pound.  
Mr. W. L. Stages bought of Mrs. James  
Mason a farm of 80 acres at 867 per acre.  
Miss Duck, of Paris, is the guest of Miss  
Evelyn Price.  
B. T. Fox is confined to his room with  
neuralgia of the head.  
Miss Gippy Fox began school at the  
Bash school house Monday.  
Miss Minnie Coomes, of Georgetown, is  
visiting the family of J. C. Richards.  
George and Newt Fox started Monday

St. John, N. B., May 6, 1933

These \$3.95, \$5 and \$6 Suits

Are creating a lot of enthusiastic selling at this store. Never saw such values, what they say. The regular prices of these suits would be from \$7.00 to \$8.50 higher, but we bought them at a bargain and are giving the people the advantage. They're real good clothes, neat patterns and well made. The Special Prices are \$3.95, \$5 and \$6. Other prices of Men's Suits up to \$15.

J. N. HARVEY, Men's and Boys' Clothing, 199 and 201 Union Street

Just Landed Ex. S. S. Lake Michigan and Montclair  
1070 boxes Tinplates 100 bbls Linseed Oil  
25 cases Plate Glass 4369 boxes Glass  
270 rolls Wire Fencing 53 casks Zinc  
296 Ingots Spelter 2200 bbls. Cement  
175 casks Whiting  
We will quote low prices for orders to be shipped from wharf.

W. H. THORNE & CO., LIMITED 42 and 46 Prince Wm. Street, St. John, N. B.

to Illinois, where they will make their home this summer.  
Mr. Emery Pigg and Felix Jones, of Beckenham, were pleasant visitors in our midst Sunday.  
Frank Crow sold his tobacco to Mr. Scott for 8 and 4 cents per pound.  
Mr. Edwin Van Winkle, of Cincinnati, was the guest last week of Mr. J. M. Pickering.

GOLDWIN SMITH A FALSE PROPHECY (Montreal Gazette).  
Henry J. Morgan has contributed to the records another phase of Prof. Goldwin Smith's false prophecies regarding the political union of Canada and the United States. In 1900 Prof. Smith expected to die an American citizen "if he lived a few years longer." Such an expression of opinion was his privilege; but there are some who will be pardoned for thinking that it was the basis upon which it was founded. "Speaking of the B. E. & C. system and new seaport opened by the company at Stockton, the Montreal engineer says St. John people better keep their eyes on the developments going on at this seaport as it may sometime become a serious competitor with the port of St. John. He points out that from Brownville Junction, where the B. E. & C. system and new seaport opened by the company at Stockton, the Montreal engineer says St. John people better keep their eyes on the developments going on at this seaport as it may sometime become a serious competitor with the port of St. John. 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