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THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

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These newspapers advocate:
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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 Twine,
The Maple Leaf forever."

Semi-Weekly Telegraph
116 The News

ST. JOHN, N.B., NOV. 15, 1913.

THE MAIN ISSUE

As St. John is about to have a visit from Hon. J. D. Hazen and Hon. Robert Rogers it may expect more or less important announcements with respect to the expansion of harbor and transportation facilities, here, improvements demanded by the growing national traffic passing through this port and calling for a legitimate and necessary expenditure of federal money.

But any programme of improvements such as has been pressed upon the government recently by the Board of Trade, and by citizens in public meeting, must not be allowed to divert the public mind from the main transportation issue which has been confronting this community since it became aware of the nature and tendency of the agreement entered into by Mr. Gutelius and Mr. Bosworth on September 30 last.

What is the government going to do with respect to this agreement? That is what St. John wants to know, at once, and without evasion.

If St. John gets a new union station that improvement will come because of the fact that traffic over the existing railways has increased rapidly, and is likely to go on increasing, and because it is likely that other railways will be seeking accommodation here; and if the Minister of Marine and the Minister of Public Works should announce that they have decided to accept the suggestion of our citizens and let contracts for ten additional berths on the West Side, that evidence of progress, it must be clear, has no relation to the Gutelius agreement, and cannot in any way be accepted as relieving the government of its responsibility with respect to an agreement that will not only deprive St. John of important traffic this winter but will menace its very commercial existence for years to come.

Mr. Gutelius is one of the people's servants, and when he does anything improper, unwise, or against public policy, the people of Canada must depend upon Mr. Borden, Mr. Hazen, and other members of the cabinet to see that the wrong is righted. They, too, are public servants.

Mr. Borden and Mr. Hazen told our delegates some weeks ago that the agreement made by Mr. Gutelius was a tentative one, and that it would not become effective until it had received the signature of Hon. Mr. Cochrane, the Minister of Railways. Hon. Mr. Cochrane will not sign the agreement unless he has the approval of Mr. Borden and the other members of the cabinet, including the Minister of Marine and Fisheries; and it cannot be supposed that Mr. Hazen will remain a member of the cabinet unless he is prepared to defend and to justify the Gutelius-Bosworth deal.

The first question that should be put to Hon. Mr. Hazen and Hon. Mr. Rogers should be this one:
"Is the government going to sanction the Gutelius-Bosworth agreement, or not?"

Let us keep our eyes upon the main issue until it is disposed of, remembering that if the proposed traffic arrangement goes into effect next Saturday we shall lose the business we have been at such pains and expense to build up, and shall probably find the Grand Trunk

Pacific demanding Gutelius rates from Moncton to Halifax next year.

HONEST AND DISHONEST POLITICS

Two years ago Mr. Borden came into power with what most of his friends considered happy prospects for building to a political success and a name that the country might hold in honor. His party, which for long had been discredited and demoralized, was given apparently secure power with the hope that if he developed any capacity for leadership he might convert it into an efficient and responsible instrument of government. He tested the sweets of an unlooked for triumph, and the country was interested in the experiment. But the honeymoon was of short duration.

After two languishing years, his government has succeeded in arousing more discontent and more dissatisfaction than any other in the history of the country. The sinister activities of the cabinet have been directed by men whose only statesmanship is strategy. When the short-lived tricks of these strategists fall, the friends of the cabinet weep over its native political incapacity.

But worse for the country than even the incapacity of the government is the method by which it obtained power. Argument based upon fact is one thing, contention with nothing but fiction to support it is quite another. What must the result be of educating the people to familiarity with political dishonesty and indifference to evil political methods?

With a wonderful unanimity the leaders of the party are now confessing that the whole campaign against reciprocity was dishonest. It was nothing but frenzied partisanship, ready to sacrifice truth and honor for present victory. The country will suffer from the incompetence of the present government, but that is something that another election will correct. It is an experience that other countries have passed through, and is not of the first importance. But the evils of that campaign will often arise to plague us.

An election campaign is an object lesson of the greatest influence over the public mind. What sort of an education was that one to the young men and boys of the country? There can be but one result of repeating such partisan efforts to deceive the people in order to carry elections; that result would be the utter demoralization of political faith. Glaring falsehoods and cunning prevarications may be made to serve a partisan turn for the moment, but that course is always in the highest degree dangerous, and it is unpatriotic to suffer greed for victory to override the sense of truth. It is impossible to say how far such a campaign goes in moulding the character of the youths who are soon to be the masters of our political destiny; but it is equally impossible to believe that a campaign which is now generally confessed to have been downright deception, has not led the country far on the way of trickery, fraud and sophistry. That the government may not have very great difficulty, if it pursues the policy that it then condemned, in explaining away the lurid falsehoods of that campaign; is proof of the corrupting influence of such a campaign on the popular mind.

A campaign of deception is much more demoralizing than a campaign of corruption. The people will outgrow venality, but a refuge of lies has greater promise of permanence when it can erect itself in the very heart of a political organization. The experience of the present government should convince all political observers that not frenzied partisanship, ready to sacrifice truth and honor for present victory, but calm, thoughtful, conscientious judgment is what should govern political action.

BRINGING GIFTS

Many Conservatives are expecting the cabinet Ministers to come bringing gifts that may make the people forget how they have been defrauded. As Tartuffe came upon the stage with the words, "Laurent, lock up my hair shirt and my scourge," so Mr. Hazen is to rise superior to the cruel stabs of fortune that have wounded his followers. But it is doubtful if the minister will be trusted, even bringing gifts. The city has the conviction that, as far as it is concerned, like Moliere's character, "There is nothing more dry, more barren than his grace and his courtesy, and 'give' is a word for which he has such dislike that he never says, 'I give,' but 'I lend you a good morning'." Through some sort of contagion, or by a process of logical necessity, the incompetence of the government has spread from the Arctic circle to the farthest East. The robbery at Port Nelson is only paralleled by the worse robbery at St. John. A very cheerless cloud has the cheering words, "Fair weather cometh out of the North," but now the North is brewing new storms for the head of this Tory-Nationalist alliance, and from every point of the compass come indications of foul weather.

The youngest amateur in political prophecy might have anticipated what has happened. It is a sorry showing from whatever standpoint it is viewed. Besides incompetence in the different departments, the Toronto Star would explain the government's failure in all constructive legislation as due to a false start. It says:

"The plain lesson is: that the electors ought not to be fooled by paucity-mongers and breeders of strife and prejudice. Distrust every man who seeks to gain party advantage by stirring up prejudice against any race or faith in your own country. Let your national policy be founded upon love of Canada, not upon hatred or suspicion of any other country. Those who raised these prejudices are now self-confessed humbugs and frauds. They are not worthy of the confidence of any honest man. They were willing to breed strife between neighbor and neighbor by raising a false alarm—an alarm which they now impudently admit to have been false."

NOW THAT MR. HAZEN IS HERE—

Just as Hon. Mr. Hazen and Hon. Mr. Rogers arrive in St. John, the Standard newspaper announces that it knows, and that everybody else must know, that the C. P. R. Expresses and the Allan mail ships will not come to St. John this winter. If the Standard has any such knowledge it must have been in receipt of information that has not yet been given to the public, and its peculiar announcement at this hour will cause citizens to wonder why certain Conservatives have so actively participated in the fight for justice which St. John has been carrying on so earnestly for some weeks past. Was the city being fooled until Nov. 15 was upon us?

So far as the public knows, nothing has developed since the first public meeting in St. John, more than a month ago, to weaken the case then presented by this city, when it protested, by means of an indignation meeting, against the proposal to switch to Halifax mail steamers which had been scheduled to sail to and from this port direct. It will be remembered that at this first public meeting, on the evening of October 5, Mr. J. B. M. Baxter, in the course of a very earnest speech on this issue, said:

"We are all united on the question of the Expresses sailing and we may already assume that the question will settle itself. It must or (and here the speaker advanced to the footlights with an impressive gesture) there will be a mighty big split in the Conservative party in the maritime provinces." (Cheers.)

It is not a nice thing when inferentially to accuse Mr. Baxter of being in any way responsible for the Standard, but it is nevertheless a matter of public record that the Recorder is more or less connected with that newspaper and with the policies for which it makes itself responsible from day to day. We must hope, and the public no doubt will join in the hope, that His Honor the Recorder is at least not in any way responsible for the Standard's latest position. We much prefer the Mr. Baxter of October 6, and we have no doubt that the public will endorse the preference.

Apparently an effort is now to be made, once more, to soothe public feelings in St. John by telling our citizens about the great things in store for us "next year," but if the Expresses and the Canadian and the Alaskan go to Halifax this year under the Gutelius arrangement, do St. John people expect that Mr. Borden will next year deprive Halifax of the four direct mail steamers which we are losing?

Again: if the Gutelius rates are carried into effect throughout this season, what will the Government say next year when the G. T. P. demands similar rates from Moncton to Halifax?

And what becomes of St. John's claim for a test of the direct St. John-Liverpool route by the fast steamers? Are we never to have such a test? Are we to be asked to forget that the C. P. R. authorities testified that they were utterly unable to demonstrate that by the St. John-Liverpool route the whole of Canada could be given a more expeditious mail service than by the use of any other route in winter?

Who is responsible for the Gutelius agreement? Obviously, Mr. Borden and his cabinet are responsible for it if they permit it to go into effect on next Saturday.

Some years ago, when Hon. Mr. Emerson and Hon. Mr. Fielding (the latter representing a Nova Scotia constituency) were asked by the C. P. R. for certain running rights over the I. C. R. between St. John and Halifax, leading Conservatives in this city protested that any members of the government who did not insist upon scrupulously fair play as between Maritime ports were utterly unworthy of public confidence. Hon. Mr. Emerson and Hon. Mr. Fielding promptly denied the request of the C. P. R. on that occasion; just as Liberals have denied it on other occasions; and the policy of fair play as between Maritime ports was maintained. And this policy of fair play was maintained up to September 30 last, when a servant of the government and of the people made what Mr. Borden subsequently described as a tentative agreement with Mr. Bosworth of the C. P. R.

What St. John is asking today is: Is Mr. Hazen going to approve of and defend that agreement, and remain a member of the Borden government if it goes into effect?

A PERTINENT LETTER.

In another column today a correspondent living up river asks certain questions in connection with that portion of the Valley Railroad to be constructed from Gagetown to St. John. He points out that the bridges across the St. John and Kennebec rivers must be begun at once if the railway is to be completed within the contract time, that is, before the end of 1915. And he recalls, also, the fact that hesitation and inactivity on the part of the local government, or the federal government, or the contractors, have caused great public uneasiness over the whole project.

This correspondent says, with point, that if the road can be built along the proposed east side route, the public should not only know that the route is settled but should have some evidence that construction is to be carried forward within the time specified. On the other hand, he points out that if there really are insuperable difficulties on this route the government should say so without delay, and should tell the public what other course is to be adopted, and when it is to be adopted.

Hon. Mr. Cochrane is quoted as having said that the road would come to St. John by "the best available route." What is the best available route? If the east side route is the best available, why is the government only now talking about letting the contract for these bridges? And is it not generally recognized that these contracts, if let, can-

not be proceeded with unless the Federal government makes a large appropriation than is now at hand for the cost of the work?

It is a simple matter to build a railroad from Gagetown to the Mistake, but that portion of the railway will be entirely useless, unless the bridges which must give the road access to St. John are not only built, but built within the required time.

Has the time not come for a complete and frank statement about the whole project, and for some official assurance that the railway will reach St. John before the end of 1915?

Fair-minded people who read the letter of this correspondent will, we think, be disposed to regard it as one demanding a prompt and careful reply from those who have the financing and building of the Valley Railroad in charge. Let the public have the facts.

THE MAIN ISSUE FIRST.

Webster, speaking once on a constitutional issue, began by demanding that the question before the House be read. Some men, for party purposes, are diligently seeking to make the people forget the issue. The issue is not what the city may have next year in the way of improved facilities for the handling of mail and other steamers; it is not the question of securing the Royal boats for some sailings this winter; it is not even the hastening of the work at Courtenay Bay. The question is one of discrimination by the government as to whether it is going to favor one port at the expense of another. That point has not been technically proven, but it has been acknowledged by the President of the Canadian Pacific that they are able to go to Halifax this winter by "grace of the I. C. R."

The change in the Canadian Pacific's sailing plans may be part of a larger game by which it hopes to obtain control of the Intercolonial. That there is danger of that is a great many believe. That corporation is looking after its pay envelope for services rendered in 1911. It will insist on being paid in full. The time is short. Weeks have been lost already through delay at Ottawa. A determined effort is being made to cause the people to think of something other than the big question before the city.

If St. John allows its attention to be distracted from the main issue, if it submits to robbery this year, its present and prospective business will be subjected to the gravest injury. There is no cure for the present situation like resolute fighting.

GETTING DOWN TO BUSINESS.

A large and representative meeting of the Board of Trade held Wednesday afternoon—and it was a significantly large and earnest meeting—had two developments of importance. These, in their order, were, first the detailed statement of Hon. Robert Rogers, Minister of Public Works, with respect to certain important recommendations made by the Board of Trade to the government concerning the expansion of St. John's harbor facilities, and second, the presentation to the Ministers by Hon. William Pugsley of the outstanding facts in connection with St. John's loss of the direct mail steamers of the C. P. R. and the Allan Lines through the Gutelius-Bosworth agreement, and his request for information as to whether or not the government proposed to permit this destructive agreement to take effect before it had been reviewed by the Railway Commission. The meeting thus naturally divided itself into two portions, which may be considered separately.

Hon. Mr. Rogers practically committed his government to the rapid completion of the new berths now under construction on the West Side, in connection with which there has been much delay by the contractor, and to the letting of contracts for the building of several additional berths, presumably to be ready by a year from the present time. He agreed that the Negrotown breakwater should be extended to Partridge Island, and said the government would see that this was done, though he was not specific as to the time when it would be undertaken. He agreed that the government would build at once a revetment wall in order to enable the C. P. R. to proceed with the work of filling in the space behind it, which is required for yard room. He agreed with the Board of Trade that it is desirable that the Norton Griffiths contract in Courtenay Bay should be completed as far ahead of the contract time, 1914, as possible, and promised that money would be provided to pay for the whole contract as rapidly as the Norton Griffiths Company finished it, even if it should be possible to do the work in twelve months, in eighteen months, or in two years. In brief, he said the government would be glad to furnish the money, no matter how rapidly the work could be carried forward.

He put aside for the time the request for the construction of a new grain elevator, and also the request for a breakwater, out from Partridge Island to the north-eastward. He agreed, provisionally, to the board's request that the dock be increased in length to 1,160 feet. In regard to urging the G. T. P. to begin the construction of its own terminals at Courtenay Bay, Hon. Mr. Rogers said that in his view the wharves and other facilities there ought not to be preserved exclusively for any one railroad, but should be held by the government for the use of the National Transcontinental, the Canadian Northern, the Intercolonial, or the Valley Railroad, on equal terms. This was regarded by some as foreshadowing the coming to St. John of the Canadian Northern over the Valley Railroad, there having been reports of late to the effect that this is now proposed and that the real explanation of the Gutelius-Bosworth agreement was going into effect on November 15, and until such time

Hon. Mr. Rogers dealt with other details of the memorandum presented by the Board, and promised also that a study of St. John harbor would be made by an eminent harbor engineer, employed by the government, in order to make sure that the whole scheme of development might be carried on wisely and harmoniously.

Although these were important matters, it seemed likely that the meeting was about to close without any direct reference to the principal subject which has been occupying the attention of St. John and much of the province for weeks past, that is, the loss of the C. P. R. and Allan Line mail ships to St. John because of the Gutelius-Bosworth agreement. A most determined effort has been made recently to prevent the discussion of this subject of vital concern to this city, on the pretence that it is essentially political and ought therefore to be relegated to political debating societies or purely partisan meetings.

The hollowness of this pretence was pretty thoroughly exposed Wednesday, when, in this representative meeting of the Board of Trade, the effort was made to exclude the matter of the mail ships from open discussion, was exposed. It was known that Mr. Hazen was attending at the banquet to himself and Hon. Mr. Hazen in the evening, to make some announcement, presumably with respect to the mail steamers, and to present there the case of the government in relation to the Gutelius-Bosworth deal. But inasmuch as two conspicuous cabinet ministers were present at Wednesday's meeting to discuss matters bearing directly upon the prosperity of the port, it naturally was thought that the one matter most vitally affecting St. John, not only now but hereafter, could not properly escape frank public discussion.

When Hon. Mr. Pugsley suggested to President Robinson and to Hon. Messrs. Hazen and Rogers the need for discussing the question of the mail steamers, it became clear that Mr. Robinson was of opinion—an opinion evidently shared by Mr. Hazen and by some other leading Conservatives present—that the meeting should not discuss the subject which above all other has been the topic of the day in St. John and which is of pressing local and national importance. Hon. Mr. Pugsley courteously submitted that this subject was too grave to be excluded, and Mr. W. M. Jarvis, ex-president of the Board of Trade, and formerly a leading Conservative, took vigorous exception to the proposal that this subject should be barred through any mistaken conception as to the proprieties. Very clearly the meeting, with the exception of a few conspicuous partisans, was in accord with Hon. Mr. Pugsley and Mr. Jarvis, and so the discussion, which was clearly in the public interest, went on.

Hon. Mr. Pugsley then presented, in a moderate and impressive way, the principal facts in connection with the direct mail steamers and their diversion from this port by means of the Gutelius-Bosworth deal. These facts are now well known, and Hon. Mr. Pugsley, in summarizing them, received frequent evidences of approval from the meeting.

Hon. Mr. Hazen, who spoke in reply, was not willing to make at this Board of Trade meeting the same defence of himself and the government which he intended to make at the banquet in the evening, and he made an obvious mistake in telling this meeting of business men that certain announcements with reference to the mail service would be made not to them, but to his own Conservative supporters at the dinner, and that those interested might read the news in the morning papers. It was, of course, at once evident to all present that as the people of Canada, irrespective of politics, contributed to the mail subsidies, and as the people of St. John of all political parties are, one and all, interested in this matter, any facts in Mr. Hazen's possession should have been given to Wednesday's Board of Trade meeting instead of being reserved for the partisan assemblage later on.

But while Mr. Hazen misquoted Dr. Pugsley's remarks about the mail connection, and while he insisted on withholding a portion of his story for a later hour over the whisky and the wine, he did enter upon a sort of defence of himself and the government. He said, for example, that while objection was made to the Gutelius agreement, it was well known that it was within the power of the Railway Commission to order the concession of running rights to one private railway over another; but, of course, he did not pretend that this well known railway practice could possibly be held to excuse the carrying of freight at cost over the government railway for the purpose of giving one port traffic belonging to another nearer the heart of the country. He said that arrangements had been made, or were being made, which would provide, during the coming winter, for a satisfactory test of the direct St. John route for mail steamers, and it was assumed that he was referring to the Royal Line steamers, as afterwards proved to be the case.

The meeting was visibly impatient not only because of Mr. Hazen's tendency to excuse the government and Mr. Gutelius, but also because of his somewhat childish insistence upon making a full statement at this Board of Trade meeting and deferring what was assumed to be the most important part of his defence until a later hour and for a more friendly circle.

Does the government intend to prevent the Gutelius-Bosworth agreement from going into effect on November 15, and until such time

as it has been passed upon by the Railway Commission?

Mr. Hazen replied that the government would not so prevent the agreement from becoming effective. He intimated, in fact, that it would be carried into effect, and that it was likely to remain in effect for six months at least, since Mr. Gutelius had full power to make it and the government would not be likely to interfere with it at least until the Railway Commission had decided, if it should so decide, that the agreement was discriminatory.

Thus at last there was drawn from Mr. Hazen a direct and somewhat alarming statement from the standpoint of St. John. Those who heard it instantly recalled the fact that Mr. Borden and Mr. Hazen are on record as saying that while Mr. Gutelius had power to negotiate such an agreement it could be of no effect until it had the signature of Hon. Mr. Cochrane, the Minister of Railways.

What the whole meeting thought of Mr. Hazen's defence and of his answer to Hon. Mr. Pugsley's penetrating question, can well be inferred from an incident which followed. Mr. W. M. Jarvis rose to his feet, holding in one hand a ticket for the Rogers-Hazen banquet in the evening. He said briefly that Mr. Hazen had told them that he would make a certain announcement, not then and there, but at a meeting of his Conservative supporters at the dinner in the evening. Mr. Jarvis added fittingly that he was of the opinion that an announcement concerning public business should be made to the company then assembled, and that as he could no longer number himself among Mr. Hazen's supporters he would dispose of the ticket of which he could make no further use. Thereupon he tore the banquet ticket in two and threw the pieces upon the floor.

St. John will doubtless welcome the promise of additional harbor facilities, but it has yet to deal with the menace to its prosperity contained in the Gutelius agreement, the first fruit of which is the loss of the C. P. R. and Allan mail steamers. The further effect of this agreement and the precedent it establishes may well be the granting of similar concessions to other railways and steamship companies and the loss of other traffic to this port. The fight must go on—And it will.

THE ROYAL STEAMERS.

Hon. Mr. Hazen made, at the Conservative dinner Wednesday, an announcement that the two mail steamers of the Royal Line would sail direct between St. John and Bristol this winter.

St. John will be glad to secure these steamers, which are of a high class, and which should serve to test the direct route which this city believes to be the best for the carriage of the Canadian mails, in which belief it had, not very long ago, the support of the C. P. R. authorities. Now will St. John at this time be disposed to inquire too carefully by what means the Canadian Northern management has been induced to alter the decision made public only a few days ago by Mr. Hanna, its manager.

The city will welcome the arrival of the Royal Line, and will hope that the trial of the direct route by them may result in the Canadian Northern making St. John its principal winter terminus. As the winter port nearest the heart of the country, St. John naturally believes that this harbor is the most advantageous that the Canadian Northern could select.

But, although the Royal Line is coming, St. John cannot be expected to forget the loss of the direct mail steamers of the C. P. R. and Allan Lines, or the serious and far-reaching character of the Gutelius agreement and its probable effect upon the future of the port if the government should permit the granting of these unjust concessions to the C. P. R. and should be unable to avoid making similar concessions to the Grand Trunk Pacific next year for the use of the Intercolonial between Moncton and Halifax.

The announcement concerning the Royal Line ships can in no sense be accepted as in any way excusing the use of the Intercolonial Railway to destroy the traffic advantages which St. John should enjoy because of its geographical position. If the government of the day takes measures to close the open door which it was pledged to maintain, and virtually to move Halifax, for traffic purposes, to a point within forty miles of Moncton, St. John must continue to suffer the gravest injury.

And because St. John's case is good, and because not only present loss but future danger are wrapped up in the Gutelius agreement, this city must fight the Gutelius arrangement as not only iniquitous and discriminatory, but as clearly against public policy and so improper not only from a local standpoint, but from the standpoint of the whole of Canada.

NOTE AND COMMENT.

Just a line to remind all hands that the Federal minister for this province is not Dr. Pugsley but Mr. Hazen. Mr. Hazen has the floor. Let us hope he will speak to the point.

The Minister of Marine chastises his constituency with whips, and his supporters give him a banquet; next time he will give him two banquets—if there is any "next time."

Why has not the Gutelius agreement been submitted to the Railway Commission by the government? Do these politicians regard St. John as a community so easily hoodwinked as their conduct of late would imply?

Is the resolution which Mr. Pidgeon presented at the public meeting of Oct. 6, and which he reluctantly consented to withdraw, still going to be necessary?

And what of the other Conservatives who spoke out on that occasion—will they stand by their words today, or will they take cover?

The Halifax Echo says:

"A copy of the I. C. R.-C. P. R. traffic agreement for the carrying of freight from the winter mail boats at Halifax over the Canadian government's rails, has been received by the Halifax Board of Trade as the result of a request by Secretary Saunders."

If this is the agreement and not merely the heads of it, St. John, which has asked for the document in vain, ought to have an explanation from somebody.

How is the road money spent? Why not allow the people in every parish to know where the money goes and precisely what services were rendered by those who got it? As to the value of such services there are no sounder judges than the men living at or near the spot where the work was done. A Rothery correspondent writes a letter on this subject in another column today. The suggestions he makes are clearly in the public interest and such as will be endorsed by fair-minded men in every New Brunswick parish. Let the people have the facts, as they have them at the school meetings, and they will soon reform road-making and take the roads out of politics.

Condemn the bad picture shows, not the good ones. Motion pictures are useful and admirable when the right scenes are shown, but this well recognized fact must not excuse the presentation of pictures of an injurious character. Censors, or no censors, the public desires to know whether or not any St. John picture houses have recently been producing "gun-play" scenes. If not, all right. If so, let us have them prevented from keeping it up. There is plenty of authority to control amusements, and most amusement managers, here at least, are willing to omit films injurious to the young. Let us give them full credit for such care in this respect as they may have exercised up to date—and ask them to go still further in that good direction if it is now found that any of them has recently been preferring money to good citizenship.

Much of the responsibility for the nature of the films used by the moving picture houses was transferred some time ago from the shoulders of the proprietors of such theatres to the shoulders of a board of censors, and while the proprietors of the picture houses are naturally expected to do some censoring on their own account, as they have undoubtedly done, the men most responsible for the showing of pictures of an injurious character under the present arrangement must be the censors themselves. If recent developments induce these censors to exercise greater care the public benefit will no doubt be appreciable. The matter is clearly a proper one for public discussion, for the popularity of moving pictures has increased the burden of responsibility upon those who operate them and who pass upon the fitness of the material employed. The public looks to the censors for constant vigilance and a fair exhibition of backbone.

STREET CARS NOW RUNNING ON THE NEW EXPANSION

Wednesday, Nov. 13.

Yesterday the street cars were running from Haymarket square to Kane's corner at the junction of Lock, Lombard and Russell streets. Commencing at the foot of Brussels street and Waterloo street, connecting there with the car loop and they run along the south side of Haymarket Square to Kane's corner. There is only one car running at present, which makes the round trip in ten minutes. The service begins at 6:30 a.m. and the last trip is at 10 p.m. This service will continue only until the remainder of the new loop around Russell street and in Rothery avenue has been completed. Workmen are now engaged in getting ready this section, the completion of which has been delayed by various causes. The laying of the rails on this section will, it is expected, be continued soon, and the track finished by the time the poles and wires are in position.

On final completion of the line the cars will run around the loop, making circular trips, and particulars of the regular service will then be announced.

The extension of the car line in the eastern district, which has been anxiously looked forward to for some time, and which is now nearing completion, has been stated, will be welcomed by those living or having business to transact in this locality and by many others.

ABE MARTIN

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The Minister of Marine chastises his constituency with whips, and his supporters give him a banquet; next time he will give him two banquets—if there is any "next time."

Why has not the Gutelius agreement been submitted to the Railway Commission by the government? Do these politicians regard St. John as a community so easily hoodwinked as their conduct of late would imply?

Is the resolution which Mr. Pidgeon presented at the public meeting of Oct. 6, and which he reluctantly consented to withdraw, still going to be necessary?

And what of the other Conservatives who spoke out on that occasion—will they stand by their words today, or will they take cover?

The Halifax Echo says: "A copy of the I. C. R.-C. P. R. traffic agreement for the carrying of freight from the winter mail boats at Halifax over the Canadian government's rails, has been received by the Halifax Board of Trade as the result of a request by Secretary Saunders."

If this is the agreement and not merely the heads of it, St. John, which has asked for the document in vain, ought to have an explanation from somebody.

How is the road money spent? Why not allow the people in every parish to know where the money goes and precisely what services were rendered by those who got it? As to the value of such services there are no sounder judges than the men living at or near the spot where the work was done. A Rothery correspondent writes a letter on this subject in another column today. The suggestions he makes are clearly in the public interest and such as will be endorsed by fair-minded men in every New Brunswick parish. Let the people have the facts, as they have them at the school meetings, and they will soon reform road-making and take the roads out of politics.

Condemn the bad picture shows, not the good ones. Motion pictures are useful and admirable when the right scenes are shown, but this well recognized fact must not excuse the presentation of pictures of an injurious character. Censors, or no censors, the public desires to know whether or not any St. John picture houses have recently been producing "gun-play" scenes. If not, all right. If so, let us have them prevented from keeping it up. There is plenty of authority to control amusements, and most amusement managers, here at least, are willing to omit films injurious to the young. Let us give them full credit for such care in this respect as they may have exercised up to date—and ask them to go still further in that good direction if it is now found that any of them has recently been preferring money to good citizenship.

