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WANTED, A JONAH.

Ontario Liberals will not be happy until their organization is made over again. When they contemplate their showing in the legislative chamber they see the accusing finger of events pointing to their unhappy leaders.

Time is the great justifier of the Whitney government. Time does not heal the rents made in the flimsy garments with which unfaithful Liberals sought to clothe their political nakedness. Other repairing influences must be brought into operation.

The Hon. G. W. Ross tries to look like a philosopher and talk like a first-class fighting man. He succeeds only in conveying an impression of unmitigable misery. When he speaks, he is mainly successful in exhibiting the poverty of his own following in numbers and in parliamentary shot and shell.

The Ontario Liberal party will learn some day that the road to power can only be trodden by those who have restored to life their own self-respect. The Ross government went down dishonored and execrated, not because it was a Liberal government, but because in its deeds it was a veritable negation of Liberalism. In desperate efforts to retain the semblance of power it lost almost every vestige of grace which it had possessed.

Each succeeding election saw enormous increases in the pecuniary cost of success. As the government became decrepit with age, and cold from shedding those garments of principle in which it had once delighted, it mistook political Liberalism for political rectitude, and in foolishly trying to save its life, it lost it. It fell never to rise again.

A truly Liberal government would not have bartered the people's rights in Niagara as the Ross government did. It never pays to betray the public. The weapon which the Ross government threw away will probably become the instrument by which the Whitney government will retain their hold on the province for many years to come. Should they handle wisely the ownership of the water powers of the province, the province will hold up their hands until the good work is advantageously completed.

Meantime, what are the dejected Liberals to do? Mr. Whitney, in his own interest, might pray for the retention in authority of the leaders whose presence at Liberal functions is becoming more and more spectral. But all Liberals are not blind, or devoid of sound instinct. They know they deserve something better than they have received. Before long they will see that while the Ross faction claim the name of Liberalism their victorious opponents possess the thing.

The desire for Mr. Ross's transference to the senate was not fulfilled. The party at Ottawa will stand a good deal. But the politician who was spurned by Ontario cannot very well be regarded as a great asset by the Ottawa officeholders. They are themselves conscious of an attenuation of virtue which seems to have lost any recuperative power it may have once possessed.

Mr. Ross cannot expect again to be a prime minister of the king. He kept too much bad company. The financial exploits of Mr. Harcourt have supplied him with a reputation which can stand very little extra responsibility. Mr. Graham and Mr. Mackay, the only other ex-cabinet ministers in the house, are not highly commendable to the more staid opinion within the party. Salvation must come from without, but where to look for the born salvationist no Liberal seems to know, and no Whitneyite will aid his mournful search.

The Liberal party ought to be a party of young men with fresh ideas. At present it is something quite different. It seems to be looking for a Jonah, but is scared to death lest, when he is found, it will not have the courage to heave him overboard. Meanwhile prohibition is being closely examined as a potential vote-getter. A temperance mission to Liberal M. L. A.'s would be a good stroke of business. It might be a baptism of rejuvenation for Mr. Ross, and an eye-opener for the more devout element of the party.

LIGHTNING EXPRESS SCHEME.

A ten-hour service between New York and Chicago is to be given by an electric railway company which has just been incorporated. As far as geography will permit, the projected railroad will follow a bee-line route, and will be only 772 miles long, or about 200 less than the shortest existing route. Some of the rights of way are said to have been acquired. The scheme generally is treated with rather amused disdain by those commentators who have noticed it. To leave New York at 9 o'clock at night and be in Chicago at 7 o'clock next morning would be very desirable to business men. A speed of eighty miles an hour need not necessarily be more dangerous than the pace which the Twentieth Century Limited now makes. The danger of derailment will have to be reduced. It is still true that trains on good roads do not make appreciably better speed than was possible half a century ago. The flange is the prime mechanical safeguard against disaster, and no inventive cleverness has so far given us material improvement on the railway speeds of the mid-Victorian period.

The risk of derailment is understood to have been advanced in the mono-rail scheme for an electric line between Liverpool and Manchester, which, at the second time of asking, was sanctioned by the British parliament a few years ago. Mr. Behr, a German inventor, built an electric car which ran on one rail, carried on "V" shaped iron trestles, about five or six feet from the ground. Half-way down the trestle, on each side, is a guide-rail beneath which side wheels of the car run, and derailment becomes impossible. The motors are carried under the car floor on each side of the trestles.

Mr. Behr claims that a speed of 120 miles an hour can be safely obtained on his mono-rail. He erected a demonstration plant at Brussels, on which he proved his contentions as to safety and speed.

The scheme was submitted to the Manchester and Liverpool Chambers of Commerce, which endorsed it, and a syndicate was formed to obtain parliamentary sanction. The road was surveyed and everything was prepared for the financing of the scheme. And there it stopped. The present service between the two great Lancashire cities is remarkably good. On each of two railroads trains run every hour, and accomplish the journey of thirty-two miles in 40 minutes.

The Behr plan seems to be feasible enough. But it needs great populations at considerable distances for its commercial operation. The Chicago to New York air line may possibly be the field for it.

A PHILOSOPHY OF STARVATION.

Heralded by a note from an anxious friend, a gallant British youth strolled into a Toronto office looking for encouragement in the early days of his life in the new country. He once entertained romantic ideas as to the splendid healthfulness of "roughing it" in Canada. He was sick and tired of writing invoices for ten shillings a week. He would fain be a farmer. He brought with him to this land of promise a hazy notion that the revolver is an agricultural implement in an untutored community. He had made a preliminary essay in the art and practice of agriculture somewhere down in the Niagara peninsula, where he engaged to do chores and gather up the superfluous branches of fruit trees for $8 a month.

A little farming experience went a long way with this romantic youth. From early morn till frosty eve, he toiled, tired and meditated. His meals were abundant. But they were not daintily set before him. The conversation of his employer was more effective than eloquent. Indeed, the whole family seemed to have a wonderful facility in silence.

At the end of two weeks, having only received mail twice, and having discovered that chopping oak cordwood is a back-aching exercise he fled to the city, firmly convinced that, minus the revolver, some other pastime than roughing it was suitable to his temperament and worldly condition. "I won't go farming," said he, "I will starve first," owing a total sum of $2.84, he was almost in shape to carry out his heroic resolve.

Occasionally, when perusing a British newspaper, you learn that some unhappy wight hailed before the magistrate for an offence produced by lack of intelligence rather than by excess of cunning has been advised to go to Canada and make a fresh start. Too often the advice is taken, and the individual, who is probably half fool and half criminal, is packed off to greater Britain in the fond belief that a discreditable surplusage in Britain becomes a desirable asset when passed thru a curriculum of sea sickness. Such an episode becomes in principle another support to the pestilent notion that the Britisher that stays at home is a superior being to the new Britisher, who is constructing a virile and opulent empire between the coasts of the Atlantic and Pacific.

Happily, these cases are the exceptions which prove the rule. But one sinner destroys much good. The inefficient youths, who, having tired of invoices in Europe, prefer to starve rather than live the simple life of the British American expert in fruit culture, often become harmlessly incorporated into Canadian life.

Some of this kidney who come to our hospitable shores determined to "rough it," and to find employment for their shining revolvers, do not get any further than Montreal. After a season of bumming around, sighing for the delights of home, they acquire at a low price experience—the nearest to ranching and the use of revolvers they will ever get—by attending seafaring cattle on the way to the slaughter houses of Liverpool and Deptford.

The philosophy which prefers starvation to honest farming does not long endure. It cannot stand the test of scarcity of meals. Farmhouse conversation may not be brilliant. The obiter dicta of such gentlemen as those who prefer starvation to doing chores are not usually of the quality to induce brilliance in others. They must learn that the strenuous life is not an affair of exchanging syllables. There may be a dazzling coruscation about the observations of invoice clerks who deign to accept an honorarium of ten shillings a week. But Canada is a more prosaic country. Money has a knack of finding out the prosaic individual, who, instead of complaining about his work, does it without contemplating the dignified alternative of starving to death.

PREFERENTIAL PORT POLICY.

The case for an all-Canadian railroad freight route to Europe has been stated with much cogency in The World by Mr. W. F. Hathway of St. John. Mr. Hathway contends that the 33 1-3 per cent. preference to British goods should only apply to those which are landed at Canadian ports. To-day he submits the figures on which is based the belief that ten million dollars' worth of trade would come to our Atlantic ports, which now comes to American wharves.

The objection to interfering with the status quo is, of course, that certain commercial channels have become well established, and that the great financial interests which control them are extremely powerful in parliament and in the engines of public opinion.

A preferential tariff exists for no other purpose than to promote trade between the United Kingdom and Canada, the primary consideration being the development of Canadian commerce. You are not applying the doctrine quite logically all the time it can be exploited to the advantage of foreign ports.

The population of the State of Maine has for some years been practically stationary, leaving Portland out of account. Portland has increased greatly, as was shown by the speech to the Democrats by Mr. H. M. Whitney a few days ago. If Portland has increased and the rest of Maine has been at a standstill, the increase is due to the enlargement of Canadian trade, which has been the most notable development in North American history during the last 10 years.

Portland is the coast terminus of the Grand Trunk and as a winter port is more favored than Halifax or St. John. Mr. Hathway does not tell us exactly how the traffic of the Grand Trunk is to be deflected. But he makes out a good case for discrimination in favor of the maritime provinces, which do not benefit by the government canals in St. Lawrence basin, altho they may argue that they bear part of the apparent loss which the canals entail.

Just now there is no live widespread agitation along the lines of Mr. Hathway's articles. The question may become important before very long, and it is worth while to get facts and arguments in mind, as they are understood by the powerful body of public opinion for which Mr. Hathway is an excellent spokesman.

MUNICIPALITIES AND PRIVATE COMPANIES.

In resolving to oppose vigorously the act incorporating the Grand Trunk Pacific Telegraph Company, and the act enabling the Bell Telephone Company to increase its capital to $50,000,000, the city has taken an entirely proper step. These proposals are also to be resisted by the Union of Canadian Municipalities, and the movement should be supported by every community which desires to be protected from the encroachments of private capitalists and companies. Supineness and indifference in the past has resulted in serious invasions of public rights, and they must not be made the ground for perpetuating and increasing them.

By its action in refusing to consider further the project of Sir William Mulock for the nationalization of the telegraph and telephone systems of the Dominion, the federal government has let slip another favorable opportunity for securing the right of the people to cheap and efficient service. That nationalization must come sooner or later is certain, and every concession which is now made will add to the difficulties of the situation and the burdens the citizens will have to shoulder. The remedy is in the hands of the electors themselves. If they come boldly out in support of public ownership and operation of telegraphs and telephones they will not only be doing the best thing for themselves, but protecting the future interests of the country.

It is absolutely certain that complete national systems of telegraphs and telephones could be laid down at a capital cost which would permit of rates much under those charged by the private companies now in the field. Enjoying practical monopolies, they have been allowed to unload watered stock upon the public and indulge in other forms of stock manipulation bringing huge fortunes to the few and imposing huge burdens on the many. They have been granted rights within municipalities free from control on the part of the representative authorities and grossly prejudicial to the interests of the community. Further demands of the same kind are being made and other concessions asked without regard to the change in public sentiment. It is not easy to undo what has been already done, but at the least the mistakes and errors of the past should not be repeated. Unfortunately the Dominion government cannot be trusted in this matter to protect the people whom they are supposed to represent, and this should incite the municipalities to more determined and vigorous action.

ADMIRAL VERNON TOKEN.

Editor World: I also have one of those Admiral Vernon tokens, dated 1739. It is in a splendid state of preservation, and is struck in copper.

Thos. G. Walker.

Haysville, Ontario.

Strathcona Buys Yacht.

London, April 17.—(C.A.P.)—Lord Strathcona has bought the steam yacht Moray, 283 tons. He is fitting her out on the Clyde.

IMPORTS WOULD GO UP TEN MILLIONS

If British Preference Tariff Were Made to Apply Only to Goods Brough to Canada Thru Canadian Ports.

(Third Article.)

It is now time now to ask the tariff commission to complement the internal policy of the government as to railway lines, but the adjustment of the preferential rebate, so that it will only apply to those steamship lines which unload their cargoes at Canadian ports.

Montreal, Quebec, St. John and Halifax joined very strongly in this in 1902.

The objections to it found by one or two newspapers and by the few delegates from Winnipeg were:

1.—That it might take away from us the bonding privileges we have with the United States, and possibly cause the cancellation of the right of the C.P.R. to traverse the State of Maine.

There are two reasons why the United States would not cancel the bonding privileges. The first is that for every million dollars' worth of goods Canada bonds in American territory, the United States bonds two million dollars' worth in Canadian territory.

The traveler who leaves New York by the Erie Railway and crosses Niagara Bridge for Chicago goes thru the southern portion of Canada to Windsor or Sarnia and again enters United States territory. This is a favorite route for the United States traveler.

The privileges that United States freight and passengers have of crossing that two hundred and fifty-mile strip of Canadian territory is infinitely more valuable to the United States than the privilege that Canada has when the C.P.R. traverses the State of Maine.

Border Towns Might Lose.

2.—All of those United States railways which run from New York and Boston to Montreal, Ogdensburg, Buffalo, Niagara Falls and Lake Ontario ports, carrying freight and passengers across Canadian soil from Montreal to Chicago and from Niagara Falls to Sarnia and Windsor, would make a strong protest against the bonding charges being canceled, for they at once would lose the freight which they now carry to and from Ontario, as well as the thru traffic to Chicago and the west.

3.—The City of Buffalo takes millions of bushels of wheat from Fort William and Port Arthur each year for shipment in bond to Europe. All of this immense export trade via these United States railroads—the Illinois Central, the New York Central, the Erie and others—would be cut off at one fell swoop if the United States government canceled the bonding privileges. It is estimated that over 50 per cent. of the Illinois Central railroad business is routed over Canadian territory between Chicago and Montreal or Niagara Falls.

4.—Canada is a very good customer of the United States, buying from her about one hundred and forty million dollars' worth a year, whereas they buy of us only about sixty million dollars' worth a year. The traders of United States will hesitate a long time before they offend such a valuable customer.

Another argument made by Winnipeg was that it might increase the rate of freight by creating a monopoly on the part of steamship carriers. We have the I.C.R. to Halifax and to St. John, the C.P.R. also to St. John, and the Grand Trunk Pacific to be built sometime. Also we have the River du Loup Railway down to Edmundston.

Three Roads to Winter Ports.

Thus we have three railways to the winter ports. Unless the I.C.R. should be sold to the C.P.R. or to the Grand Trunk, there is no danger of a combine or monopoly on the part of the railways.

As to the steamship carriers, we have the steamship service from Liverpool to St. John, likewise, the Allan Line, also another service from Halifax to Liverpool; the new French line calling at London, also other lines to Glasgow, Manchester and other ports in Great Britain. We need hardly fear any combine on the part of these different lines.

If it were so, however, the danger could easily be averted when granting subsidies by inserting a clause in the contract giving power to the government to cancel the subsidy in case it is found that the several steamship companies are acting in combination, thereby getting excessive freight rates and thereby restricting trade.

Thus, I think the arguments against preference applying only to British ports, barely deserves further consideration.

Now let us see what the advantages would be to the trade of the west and to the ports in the east. Railway freight rates would be no higher, as it is part of the bargain, as now carried out by the C. P. R., that the export rates of freight from the west to the port of St. John would be as low as via the Atlantic ports.

Would Fill Empty Cars.

I am aware that rebates might be given secretly, but I do not think they are. I know, however, that rates of freight from different points in Ontario to St. John in carload lots for export are precisely the same as to Boston for export.

This proves the C. P. R. is carrying out in good faith the bargain made several years ago, even tho they carried goods one hundred and fifty miles farther to St. John than to Boston.

If this policy of preference rebate only to British ports be adopted, it would immediately have this effect. It would tend to supply freight to many of the cars which are now taken back empty from St. John to the west. It would also increase the inward cargoes from Liverpool and London, and thereby tend to decrease rates of freight on both export and import cargoes.

If the steamship companies knew they would get more freight than usual in Liverpool and London for St. John, Halifax, Montreal and Quebec, then they naturally would feel like arranging to give perhaps lower freight on export cargoes from those four cities to the old world. It would tend, also, to make the steamers run more regularly, and would no doubt put one, if not two, more lines on the route.

The only port, or steamship line or railway line that this policy would injure to any large extent would be the port of Portland, Me., the steamship line which now goes to Portland, Me., in the summer and also the Grand Trunk Railway, which makes its terminus at the City of Portland, Me.

Story in Figures.

The total amount of merchandise imported from foreign countries to Canada thru United States ports was in

1902	$22,313,751
1903	24,834,380
1904	25,163,379
1905	

This shows a remarkable increase. I am glad to point out the decrease in our export of merchandise to foreign countries thru the United States, which was in

1902	$48,192,850
1903	48,509,026
1904	37,799,987
1905	

I think that 1904 was considerably short, on account of embargo on cattle trade. A proof of the above figures, I learn that the port of Boston has increased her imports thirty million dollars since 1900, but has decreased her exports twenty-four million dollars.

Of Canadian imports during 1902-03-04 a very large proportion was from Great Britain and her possessions, as follows, thru U. S. ports:

1902	$13,400,000
1903	14,000,000
1904	16,370,000
1905	

It is safe to estimate if we had a preference applying only to Canadian ports, that we would be able to increase our imports at least ten million dollars thru our own ports, decreasing that much value thru the American ports.

New French Line.

I notice, also, that France and Germany contribute nearly six million dollars to the import trade that we have been getting for the last four years thru foreign ports.

This, of course, will be affected by the new French line, which, I regret to say, does not come to St. John in the winter—terminating at Halifax. This line will probably make a strong effort to get these French goods thru Halifax. Canada imported of French goods thru United States ports in

1902	$2,722,844
1903	2,705,440
1904	2,544,973
1905	

These figures should be convincing to those persons who think that the cancellation of the rebate now given on goods coming thru American ports would not increase that trade.

Further, we have a good argument in favor of such preferential rebate only to Canadian ports in this fact.

The policy of the United States shipping law has been for years to encourage the shipping of goods only thru the United States ports and by United States vessels.

Example of United States.

When an American vessel leaves the Philippines and carries her cargo to foreign ports and then loads more cargo and goes on to the United States ports, then the low duty on Philippine produce does not apply.

If, however, the United States vessel goes direct from Philippines to United States ports, then she gets all the benefit of the lowest duty. This is what the United States nation does with its colony of the Philippines. There is no reason under the sun why Canada should not do the same on goods she imports from Great Britain or from British colonies.

The whole country, thru its parliament and its boards of trade, have responded to the Canadian policy laid down by Sir Wilfrid Laurier, and today the people of Halifax, Quebec, Montreal and St. John wait patiently to see if the Hon. Mr. Fielding will in the new tariff carry out that truly national idea of Canadian goods thru Canadian channels.

W. Frank Hathway.

St. John, N.B.

OSGOODE HALL.

Judgments handed out yesterday, April 17:

Master's chambers—Walsh v. McConnell—Cartwright, master.

Trial court (Parry Sound)—Miller v. Beatty—Anglin, J.

Court of appeal—Morrison v. City of Toronto.

Announcements for To-Day.

Master's chambers—Cartwright, master, at 11 a.m.

Weekly court—List of cases set down for argument before the Hon. Chief Justice Falconbridge, at 10 a.m.—Evans v. Jaffray, Evans v. Jaffray, Hart v. Hutcheson, Hart v. Hutcheson, Nixon v. Campbell, Robinson v. Aetna Life, National Trust v. Phillips, National Trust v. G. Hudson, National Trust v. Burt, National Trust v. L. Hudson, National Trust v. Coghill, National Trust v. Lee, National Trust v. Whannough, re Rowe estate, Crandall v. Ingram, re solicitors, re Clarke and Coombe.

Divisional court—Peremptory list for Wednesday, April 18, at 11 a.m.—White v. Campbell, Rogers v. Braun, Linden v. Trussed Concrete; Linden v. Trussed Concrete (cross appeal), Hamilton v. Romaine, Dilworth v. Vivian.

Toronto non-jury sittings—Peremptory list for 10 a.m.—Gibson Art Co. v. Bain (to be concluded), Ing Mang v. Gilmore, Keith v. Beaty, Wyse v. Sunbeam, Boyd v. Chessum, Barwick v. Radford.

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RECTOR WON'T BE DISMISSED THO CONGREGATION SO RULE

Minority of St. Barnabas' Who Support Mr. Nevitt Prepared to Fight for Him.

St. Catharines, April 17.—(Special.)—The situation at St. Barnabas' Church has changed but little since the adjournment of the congregation Monday evening, tho the factions have apparently become more antagonistic. Today W. J. Elliott, one of those opposed to the rector, left on a business trip to Winnipeg. The rector's followers appear to be quite contented, having succeeded in maintaining their position, altho they are but little over 20 per cent. of the congregation in numbers. The decision of his Lordship Bishop Dumoulin is now awaited. The bishop's letter does not exactly show his hand, and it is expected that the clericals, as they may be called, will put up a stiff fight for Mr. Nevitt.

The resolution passed by the dissentients last evening referred, among other things, to "certain addresses made by Mr. Nevitt on such vital points as confession, absolution, dispensation, etc., which have caused dissatisfaction and are objectionable to a majority of the congregation as being contrary to the doctrine of the Church of England, and whereas the conduct and teachings of Mr. Nevitt are not in harmony with the views and adherents of St. Barnabas' Church and disapproved by them, therefore, be it resolved, that as the bishop has already urged Mr. Nevitt to resign, and in view of the premises hereinbefore set out, the services of Mr. Nevitt be dispensed with forthwith, this congregation asserting their rights as members of an unconsecrated church to remove him from office summarily.

"Resolved, that the bishop be notified of this action and that we as a congregation propose and are now ready to receive applications for the position of rector, any choice for which will be subject to and acceptable only by a majority of the vestry."

The bishop's letter to the wardens of St. Barnabas', written March 24 last, said: "On the day following my interview with you I had a conversation with Rev. Mr. Nevitt, in which I reviewed the whole situation and gave to him my strong, direct advice to resign and retire quietly from the situation before things became acute and much injury done to himself and the church. Mr. Nevitt left me with this advice in his ears, but as far as I could judge, with no intentions of acting on it. I have not since heard from him. He stated to me that the congregation, except two or three, is with him. I am afraid I have no power to take any further action in the matter."

The bishop's reply to the resolution is awaited. After that legal proceedings may be instituted.

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NO NEW LICENSES

Until the Government Has Issued Instructions in Matter.

Brockville, April 17.—(Special.)—At the meeting of the Brockville Board of License Commissioners to-day, a letter was read from E. Saunders, chief of the license department, stating that it is the policy of the government not to issue additional licenses, and that this course had been determined upon in the public interest. Additional applications should be reported to the department before being acted upon. Two new applicants had filed the necessary petitions.

THE WESTERN BANK OF CANADA.

The 24th annual meeting of the shareholders of the Western Bank of Canada was held at the head office of the Bank in Oshawa, on Wednesday last, the president, Mr. John Cowan, in the chair.

The report showed that the business of the bank had continued to be both progressive and satisfactory, the net profits for the year amounting to $88,575.76, or 16 1-2 per cent. on the average paid-up capital of the bank. The deposits have increased by nearly $300,000.00, and the gross assets nearly $400,000.00 over the previous year. Two half yearly dividends at the rate of 7 per cent per annum were paid and $50,000.00 carried to rest account, which account now stands at $300,000.00, equal to 54 1-2 per cent. on the paid-up capital.

AN UNTIMELY DEATH.

Brockville, April 17.—(Special.)—Prof. W. C. Covert, principal of the Morristown, N.Y., Public School, died to-day in a Brockville hospital from an attack of appendicitis, which he contracted one week ago. He was 30 years of age and one year married. Mrs. Covert is at present too ill to leave her home.

Comb Out?

When the hair combs out badly! That is the time you want to know exactly what to do. Here is advice founded on an experience of half a century—Use Ayer's Hair Vigor! It feeds the hair-bulbs, gives life and strength to the hair. The hair stays in, grows rapidly, keeps soft and glossy. There is hardly any hair in every bottle of Ayer's Hair Vigor!

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