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THE SEMI-WEEKLY SUN.

ST. JOHN, N. B., MARCH 21, 1906.

THE ONTARIO VIEW.

Hon. Mr. Haggart's remarkable speech on the Intercolonial situation, in which he characterized the road as "bankrupt" and a "sink-hole," declared it could not be sold for one-third its cost and intimated that the country would be well rid of it under any arrangement, was by no means an exaggeration of the view of the conservative members of the Intercolonial committee.

Mr. Fowler's speech during the debate Friday night, bitter in many respects though not in others, shows that as a matter of fact Mr. Haggart's remarks do not represent anything save his own opinions—unfounded now even in his own party caucuses except for the denials they may receive as coming from an ex-minister and an old man—and are only of value for the additional light they throw upon the narrow outlook of the typical Ontario man with which the maritime provinces have to contend in this matter.

His provincialism is that of the old Hebrew, the "chosen people" who believed that within their narrow borders God concentrated all His care—every man who dwelt without being a Gentile and hopelessly damned. The Intercolonial, having no rails and no stations within the sacred bounds, is Gentile and of no value. That it is benefited and is benefiting him, he ignores; it benefits others more, who do not live in Ontario; moreover, the cost of its maintenance has caused Ontario to be taxed. Away with it! Sell it; burn it; give it away! Off with Emerson's head!

This is one of the chief difficulties the minister of railways has to contend with—this "Ontario view," too vast, which being young and inexperienced is inclined to hearken readily to its ponderous and self-important neighbor. This it is that has compelled the abandonment of the system which has given the operating surplus directly to the people in the form of cheap rates and has forced the increase of passenger and freight tolls in order that the surplus may show on the books. And this it is which will cause, later on, the abandonment of government operation on the road unless Mr. Emmerson, with the assistance and co-operation of the maritime provinces, can convince all Canada that the road can be run as a business proposition and pay its way under the present system.

A SATISFACTORY COMPROMISE.

The matters in dispute between the city and county of St. John and the St. John Street Railway have been satisfactorily adjusted and a compromise reached which is equitable and creditable to both parties.

This paper has contended all along that both the public and the company could be better occupied than cutting each other's throats with legislative enactments, and has claimed that there was ample common ground for the framing of an agreement which would be beneficial to both parties and unjust to neither. The result of the two conferences held last week has been just such a settlement.

There have been concessions on both sides, indicating a mutual desire to do business on a fair-play basis. The city and county agree to the repeal of the act passed last year imposing upon the

company the responsibility of clearing and repairing all streets traversed by the railway. The company agrees to build the Carleton line substantially as desired by the city, and to extend it to Fairville, and to operate continuously this branch and the branch over to the city line past Tilton's Corner, precisely according to the long-held wishes of the Lancaster highway board. That is the meat of the two agreements which together guarantee the travelling public in a very short time an all-the-year service at one fare from any part of the city over to Fairville, or around by Lancaster Heights to Carleton.

Details of the city's compromise were published in the Sun of Saturday, and the agreement between the company and the Lancaster highway board will be found on another page of this issue. Each will be more fully set out acts to be submitted to the legislature this week.

PORTLAND AFRAID. In all their discussion of the chances of St. John and Halifax in competition with Portland for the Canadian winter port trade the Portland papers and people have talked of geography and distances with an air of calm superiority that rejected any possibility of Canadian ports robbing them of their trade under any circumstances. Now, however, something has occurred to show them how little is necessary to offset their advantages and they are unmistakably frightened.

The much-quarrelled-about ship subsidy bill which has passed the American senate and is now pending in the lower house contains a provision increasing the tonnage tax on foreign steamers from a maximum of one hundred and sixty cents per net registered ton per annum. The managing committee of the Portland board of trade in recent session passed a resolution calling attention to the fact that the Canadian tonnage dues are only six cents and declaring:

"That in the opinion of this committee such increased tonnage tax will tend to drive foreign steamers from the port of Portland to Canadian ports, and will thereby greatly injure the business of the port of Portland and the terminals of little value; all to the great injury of the city of Portland and its business interests."

The Portland Press adds to this cry of alarm the assertion that "it is plain deal to the annual running expenses of the size of those which come from this port, and unless it should be offset by better port facilities or something of the kind, it would tend, as the resolutions say, to drive our export business to Canadian ports." It adds to this statement that "there is passed in its present form, would inflict a blow to the commerce of Portland."

When Portland more fully understands what "national ports" mean and appreciates the probability that in the near future St. John and Halifax will be free to all traffic and will be provided with facilities at the expense of the federal government it will have still further cause to "view with alarm."

I. C. R. EMPLOYES. Mr. George W. Fowler's criticism of the I. C. R. management, in his speech in the house Friday night, dwelled down, finally, to the charge that there are too many men employed at Moncton.

Mr. Emmerson has already admitted this. But the majority of the superfluous employees are a legacy from previous administrations. Many of them have grown old in the employ of the road. To discharge them wholesale would cause great hardship and would certainly not meet with public approval. So Mr. Emmerson proposes that parliament shall create a pension fund, which will enable him to superannuate three or four or five hundred of the men whose services the road can dispense with. He proposes to repay their annuity which shall at least guarantee them against want.

The condition which Mr. Fowler complains is admitted. Mr. Emmerson proposes a remedy. What would Mr. Fowler do were he minister of railways?

Another reason for a law limiting the number of hours a railroad man shall work in a day is provided by the fact that the terrible disaster at Pueblo, Colorado, in which twenty-two people were killed, was due to the carelessness of a telegraph operator who had been on duty so long that, from lack of sleep, he was in a condition of stupor. A man who holds the lives of others in his hand should be working time, and this is impossible without sufficient rest and sleep.

MONCTON, N. B., March 18.—The Moncton hockey team has two games before it this week. On Tuesday night they play at Halifax with the Wanderers, and on Wednesday night will be seen at Truro in return game with the Truro team. It is likely that the Wanderers will be seen here later in the week for a return game, which will likely end a successful hockey season in Moncton.

I.C.R. ATTACKED AND ABLY DEFENDED

Ex-Minister Haggart Says It's a Sink Hole and Bankrupt.

H. J. Logan Stands Up for the People's Line --- Lively Discussion on Ministerial Changes --- Presage of Short Session.

OTTAWA, March 16.—The last day of the parliamentary week saw the first evening sitting of the session. It was also the occasion of the house getting into supply. This is very early in the session for the commonsense to begin voting money. The fact that it has been begun is the most satisfactory indication of a brief session that has yet been given.

MR. HAGGART'S ATTACK. Mr. Haggart said he could not see that the minister of railways had done much for the improvement of the Intercolonial. He had a very bad year with the first half of the present year better than the second half. He had a very bad year with the first half of the present year better than the second half.

MR. LOGAN FOR THE DEFENSE. H. J. Logan of Cumberland, N. S., the Intercolonial carried by the printer and farmers of Prince Edward Island free of charge. Mr. Haggart expressed indignation and surprise and demand for such a course. When called upon to carry free for the people of Ontario, some years ago, Mr. Haggart had not raised his hand in protest. His matters connected with the Intercolonial, was narrow and strikingly Ontario.

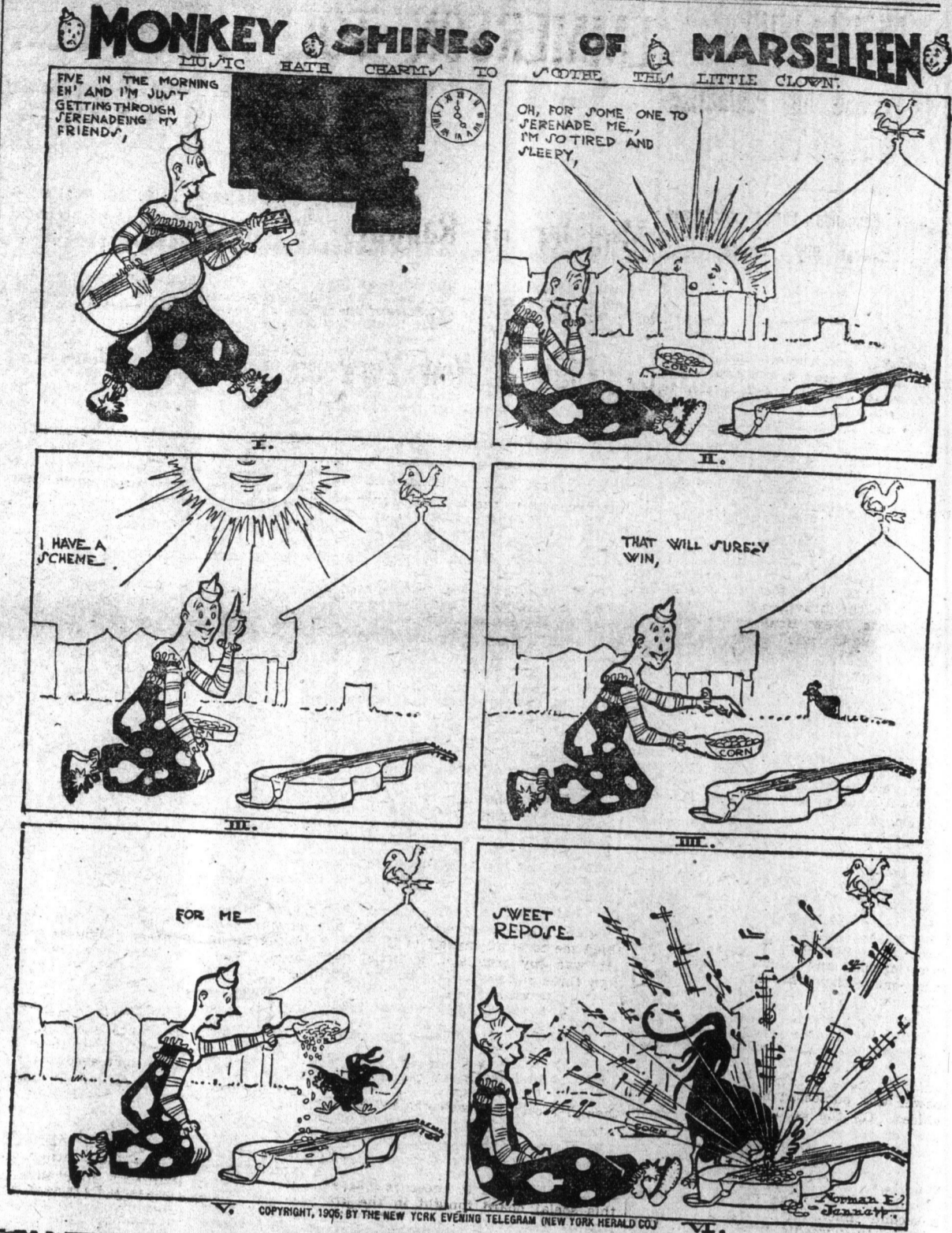
MR. HAGGART'S CRITICISM. Mr. Haggart declared the Intercolonial was a bankrupt concern, which could not be sold for twenty-five million dollars. That was a singular statement for him to make. His party had been elected on the promise of government ownership which had cost eighty million dollars, not to be sold after thirty years' ownership and improvements as a government asset, for twenty-five million dollars, the country should attempt to make money out of the canals or railway lines as long as and as expensive as the Intercolonial. That was the line the conservatives promised to build if they should be returned to power in the last election. Mr. Logan said that he declined to accept Haggart's valuation of the road was worth not only all that had been paid for it, but a good deal more.

HE desired to call attention to the fact that the railway expert of the opposition, Mr. Haggart, had declared that not another dollar should be spent on the Intercolonial on capital account. The road should not be paid for out of revenue.

As the business of the railway industry, its equipment, its sidings and all railways they are charged to capital. They are on the Intercolonial. The road should not expand over its otherwise.

Yet Mr. Haggart would have this stopped. The same items were today being charged to capital as were when Mr. Haggart himself was the minister of railways. It was very well to say in a general way that the charges for the superfluous items? There was a million three hundred thousand dollars for rolling stock. That was the chief item, and the chief necessity in the maritime provinces, and Mr. Logan said that he could testify that miners had

been idle and farmers had suffered because there had not been care enough to handle their products. If Mr. Haggart were the minister again he would see that there were no more cars ordered.



COUSIN OF EMPEROR OF CHINA TO WIN NEW YORK

NEW YORK, March 16.—Prince Tsai Tse, cousin of the Emperor of China, arrived in New York Friday so fatigued from the exertions of a transatlantic journey that he almost immediately retired after his arrival in the Fifth Avenue Hotel.

While the Prince's English speaking secretaries were telling inquirers that they were sure he had gone to bed, he

knocked them down. One was that the present minister of railways had been in charge two years and the second year of his regime had produced the greatest deficit in the history of the road.

Mr. Logan put up men of straw and knocked them down. One was that the conservatives desired to part with the Intercolonial. Now there was no desire in any portion of Canada to sell the road.

The real sore spot in the management of the road, on which the minister of railways had not put his finger, and which Mr. Fowler said he was going to prove before the public accounts committee this year, there was four to five hundred thousand dollars a year too much in wages paid in Moncton.

The prime minister made a statement of the changes in the cabinet made during the resignation of Mr. Prefontaine had interrupted the important work of improving the St. Lawrence. Mr. Templeman has agreed that the work should be continued under the direction of an eastern man, who would look after the fisheries on both coasts, as other ministers of marine had done. Therefore the marine portfolio had been given to Mr. Brodeur. Mr. Templeman had agreed to accept the inland revenue portfolio and to relieve the over-loaded minister of the interior of the geological survey and the mines branches. He also agreed to take a place in the lower chamber, and resigning from the senate, had been returned in Victoria by a heavy majority, toward which conservatives as well as liberals had contributed.

The transferring of Sir William Mac-bench had made another cabinet vacated. The prime minister gave the correspondence. On October 7 Sir William wrote that the time had come when he was compelled by ill health to withdraw from public life without further hesitation. Sir William had persuaded him to stay on for a time, but when he finally determined to leave Sir William had offered him the chief justiceship of the exchequer division and Sir William had accepted. The prime minister explained that he no longer bear him up in the arduous and political life of his strength was still sufficient for the more serene atmosphere of the bench. Sir William



Prince Tsai Tse Sketch Specially Posed For and Signed by the Prince

He had introduced in 1894 to prevent members of parliament accepting appointments from the crown. The bill had found little support at the time. The prime minister gave a list of instances to show the custom pursued in England.

Six years ago Sir William had endeavored to get Mr. Aylesworth into public life. He had consented to accept the postmaster generalship at a personal sacrifice. He should have been in the house long before. The leader of the opposition said that as postmaster general Mr. Aylesworth if he chose could find repose from the practice of his profession while the health of Sir William would doubtless be improved by the calm of the bench. These were appointments in the inter-telephone inquiry might have had something to do with the change.

ST. PETERSBURG, March 15.—A bill of marine owing to the discovery that the plans for the construction of Russian submarine boats have been sold to agents of a foreign power.

LEGISLATION

Bill to Provide of Public

Compulsory Education

Several

FREDERICTON.

The house met at 10 o'clock and Mr. Stewart introduced a bill to authorize the grant certain streets for the use of the way. The bill was on the ground of Dr. Ruddick introducing to the committee house of St. John.

Mr. Murray introduced to the town of New Brunswick. Mr. Stewart introduced a bill to amend the resolution of 1902 with terms for the province. Hon. Mr. Stewart introduced a bill to amend the resolution of 1902 with terms for the province.

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