MONKEY & SHINES

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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 ex-

me debate Friday night, bitnfair in many respects though it was, shows that.

As a matter of fact Mr. Haggart's own opinions—uninfluential even in his own party caucuses except for the deference they may receive as coming from an ex-minister further cause to "view with alarm." and an old man-and are only of value for the additional light they throw Ontario man with which the maritypical time provinces have to contend in this the I. C. R. management, in his speech

Hebrews, 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 Intercol-

This is one of the chief difficulties tend with-this "Ontario view," too antee them against want. apt to become also the view of the west, which being young and inexperiinclined to hearken readily to 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 the number of hours a railroad man ment property, for twenty-five million ooks. And this it is which will cause, later on, the abandonment of governlater on, the abandonment of government operation on the road unless Mr. people were killed, was due to the line the conservatives promised to build co-operation of the maritime provinces, can convince all Canada that the road from lack of sleep, he was in a condihe declined to accept Haggart's valuaand pay its way under the present

#### 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 Haffie, father of A. B. McHaffie, I. C. was ample common ground for the framing of an agreement which would largest attended held in this city for being charged to capital as were when Mr Hasgart himself was the minister be beneficial to both parties and un-just to neither. The result of the two just such a settlement.

There have been concessions on both house and grave, interment taking sides, indicating a mutual desire to do place at the Rural cemetery. The pall-

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 its rails to Fairville, and to operate continuously this branch and the branch over to the city line past Tilton's Corner, precisely according to the longheld 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 in 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 thirty cents to 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 ession passed a resolution calling attention to the fact that the Canadian onnage dues are only six cents and declaring:

"That in the opinion of this commitee such increased tonnage tax will tend to drive foreign steamers from the port of Portland to Canadian ports, will tend to increase the cost of export business from the port of Portland and drive such export business to Canadian ports and will thereby greatly injure the port of Portland as a railroad terninus and render its present elevator 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 that such an increase would add a good deal to the annual running expenses of vessels of the size of those which come this port, and unless it should be better port facilities or some thing of the kind, it would tend, as the resolutions say, to drive our export business to Canadian ports." It adds to this the statement that "there is grave reason to fear that the bill, if with a very large deficit to report. For passed in its present form, would inflict a blow to the commerce of Port-

When Portland more fully understands what "national ports" mean and remarks do not represent anything 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

#### I. C. R. EMPLOYES

His provincialism is that of the old down, finally, to the charge that there ed for sale. are too many men employed at Monc-

onial, having no rails and no stations vious administrations. Many of them ous employes are a legacy from prewithin the sacred bounds, is Gentile have grown old in the employ of the demanded the authority of the governand of no value. That it has benefitted road. To discharge them wholesale ment for such a course. When coal had been carried free for the people of and is benefitting him, he ignores; it would cause great hardship and would had been carried free for the people of Ontario some years and Ma Manager them wholesale benefits others more, who do not live certainly not meet with public approin Ontario: Moreover, the cost of its val. So Mr. Emmerson proposes that maintenance has caused Ontario to be parliament shall create a pension fund, taxed. Away with it! Sell it; burn it; which will enable him to superannuate give it away! Off with Emmerson's three or four or five hundred of the men whose services the road can dispense with. He proposes to repay the minister of railways has to con- life annuity which shall at least guar-The condition of which Mr. Fowler

complains is admitted. Mr. Emmerson its ponderous and self-important elder Fowler do were he minister of rail- last election on government ownership

senger and freight tolls in order shall work in a day is provided by the dollars, the country should pray to be surplus may show on the fact that the terrible disaster at Pue- delivered from government ownership blo, Colorado, in which twenty-two sive as the Intercolonial. That was the merson, with the assistance and carelessness of a telegraph operator if they should be returned to power in who had been on duty so long that, the last election. Mr. Logan said that tion of stupor. A man who holds the tion of the Intercolonial. He believed lives of others in his hand should be that the road was worth not only all in the most alert condition all his that had been paid for it, but a good working time, and this is impossible deal more. 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 a 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

The funeral of the late John Mc-R. master mechanic, took place here resting place. Rev. D. MacOdrum, a general way that the charges for of St. John's Presbyterian

# I.C.R. ATTACKED AND ABLY DEFENDED

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

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

OTTAWA, March 16.-The last day, been idle and farmers had suffered be 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 commoners 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. were not the only important vents of the day. There was a statement as to the ministerial changes which have taken place with the reasons for them, and there were the comments of the opposition upon both the changes and the reasons. There was also a discussion of the

affairs of the Intercolonial. The able and interesting speech which the minister of railways made in presenting the case of the Intercolonial this year has not pleased the members in opposition. Hon, John Haggart, who was a minister of railways in the conservative regime, minimized the showing the Intercolonial has made this year, and in a general way indicated that he had a poor opinion of the line and a poor opinion of the present management. He was replied to by H. J. Logan the member for Cumberland, who deprecated, in a forceful speech, the "Ontario view" of the Intercolonial as ex-

Mr. Fowler of Kings rather bitterly wound up this feature of the debate. MR. HAGGART'S ATTACK.

pressed by Mr. Haggart.

Mr. Haggart said he could not see that the minister of railways had done very much for the improvement of the Intercolonial. He had a very bad year the first half of the present year he claimed to have done a good deal better. If he did better this year he would make up for it in losses on the next. Mr. Haggart condemned the policy of having a maritime province man for of railways. Such a man was tion would economize in the operation bound to have too much sympathy with of the road if they were given anothation of the story of deficits would not reform would have to be applied. Mr. George W. Fowler's criticism of Though the road had cost the country the ground. The wages of the Interin the neighborhood of eighty millions today there could not be twenty-five lions a year. Would the conservatives were issued like shingles in the conmillions obtained for it is it.

MR. LOGAN FOR THE DEFENSE. H. J. Logan of Cumberland, N. S., Mr. Emmerson has already admitted who replied, began by saying that when this. But the majority of the superflu-Ontario, some years ago, Mr. Haggart had not raised his voice in protest. His view on this occasion, as on al lother matters connected with the Intercolonial, was narrow and strikingly Ontario.

MR. HAGGART'S CRITICISM. Mr. Haggart declared the Intercolor

ial 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 of railways. If the Intercolonial, which had cost eighty millions, could Another reason for a law limiting hot be sold after thirty years owner-ship and improvements as a govern-

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 have improvements unless they could be paid for out of revenue.

As the business of the railway increased, its equipment, its sidings and its facilities have to be increased. On all railways they are charged to capital. They are on the Intercolonial. The road could not expand were it other-

Yet Mr. Haggart would have this capital were excessive, but where were the superfluous items? There was a cause there had not been cars enough to handle their products. If Mr. Haggart were the minister again he would see that there were no more cars or-

Mr. Haggart had charged that the Intercolonial had been a political maconservative party for the conveyance his constituency, he had never asked a it was more difficult to secure free transportation over the Intercolonial than over any other road in Canada. A member of parliament could not even get passes for his family.

pensive management of the Intercolthe reverse, it was heartily condemned. The charge of extravagant manwages paid. They were not too high, Then they were too low. The general manager of the road had stated that if the 1903 rate of wages had been applied in 1896 that the Intercolonial employes' bill for wages would then have been a million dollars more than it was. Mr. Logan said if the present rate of wages had prevailed in 1896 the wage bill would then have been 1% millions higher. That meant that if the men of the Intercolonial were being pinched by the present government as they had been by the former one there would have been a handsome plus from the operations of the road.

which had stood for thirty years. Mr. to compel the C. P. R. to pay interest that built that road.

Finally Mr. Logan said the people of conservatives as well as liberals had Upper Canada should stop harping contributed. about the Intercolonial and asking the

chine. He must have forgotten the old days when blank passes were issued in bundles to political directors of the of voters to the polls. Mr. Logan said that, though the railroad ran through pass for himself or one of his friends for political purposes. He declared that Conservatives complained of the ex-

onial, but when the minister cut down the train service was that stroke of economy applauded by the conservative press of the maritime provinces? Quite agement could not be based on the hough they were higher than in 1896. The people of the maritime prorinces did not want to be regarded as beggars as the result of the Intercol-onial's operations. They only asked for fair consideration. They did not intend to have the road put under a com mission. Finally they did not intend to part with their confederate rights. What we have we propose to hold. G. W. Fowler, of Kings, N. B., said to have heard Mr. Logan one would have thought the deficit of the Intercolonial was due to conservative mem bers of parliament and the conserva-tive press. That was hardly so. The QUESTION OF ECONOMY. The speaker asked how the oppos present minister of railways had been in charge two years and the second

ople of the west,

year of his regime had produced the

greatest deficit in the history of the

ed to part with

Mr. Logan put up men of straw

the road. The conservatives all over

Canada would vote against parting

with the Intercolonial. He said passes

The real sore spot in the management

of the road, on which the minister of

mittee this year. There was four to

five hundred thousand dollars a year

too much in wages paid in Moncton.

The rate was not too high, but in

Moneton there were to be found four

men doing one man's work. Men were

tumbling over themselves. There are

hundreds of men in Moncton who are

not earning ten cents a day, though

that political partisanship had disap-

pant on the Intercolonial now than ever

He denied there was economy in the

son why the Intercolonial should not

be made to pay. There was a good deal

to be said for public ownership. He

mission than operated as at present.

The prime minister made a state-

which the road ran.

purchase of supplies. He saw no rea-

paid high wages. Mr. Fowler

knocked them down. One was

the portion of the country the road er chance. One of the chief expenses served to give it proper business man- was coal. At present it is purchased agement. The road was a sink hole at competition and for a reasonable price. If the mine owners were forced be tolerated. Some radical and drastic mean they would have to cut the desire in any portion of Canada to sell millions obtained for it if it were offer- cut the rate of wages? He thought servative days. He would say they they would not dare to do so. If the were issued like deals now. items for coal and for wages were added together there was very little room left for economizing. The print- railways had not put his finger, and ing bills of the road were not as high which Mr. Fowler said he was going to as on most other roads. It comes prove before the public accounts com down to the fact that if there is to be economy it must be in the purchase of stores. These are now purchased by tender and with competition. He believed the supplies of the Intercolonial were purchased more cheaply than on the majority of roads. He asked the opposition to stop talking of extravagance in generalities and put their finger on a single item and say there is a leak which can be stopped. The low rates were the cause of the peared. He held that it was more ramsmall earnings of the road and for these the long route and the intent of the founders of the road, that it was not to be a commercial proposition, but bond of union were to blame. The rates in existence now were those Logan believed that the Intercolonial should be put in a position where the would rather see the road under comearnings met the expenses, but it should not be attempted to make it a productive stretches of country through profitable commercial proposition, any more than the country should attempt to make money out of the canals or ment of the changes in the cabinet the hundred and thirty millions made during the recess. The death of Mr. Prefontaine had interrupted the important work of improving the St. A THOROUGH STUDY. Lawrence. Mr. Templeman has agreed that the work should be continued un-

Hon. Mr. Emmerson had with the der the direction of an eastern man, assistance of the new deputy minister who would look after the fisheries on of railways, Mr. Butler, done a grand both coasts, as other ministers of marwork. He had thoroughly studied the ine had done. Therefore the marine road and was remedying its weak- and fisheries portfolio had been given nesses. The greatest thing he had suc- to Mr. Brodeur. Mr. Templeman had ceeded in doing was in enlisting the agreed to accept the inland revenue sympathy of the employes and establishing the proper sense of responsi- minister of the interior of the geologibility among the men of the various branches. All men and all parties who had also agreed to take a place in the were interested in the welfare of the lower chamber, and resigning from the country should uphold his hands in the senate, had been returned in Victoria

government to get rid of it. The peolock, the postmaster general, to the ple of the maritime provinces did not bench had made another cabinet vacple of the maritime provinces did not complain about what the canais had cost or about the annual deficit. They did not complain about the cost of opening new lands of the west, of On- when he was compelled by ill health ening new lands of the west, of On- when he was compelled by in health pointments from the grown. The bill tario or of Quebec. They would not to withdraw from public life without had found little support at the time. object to paying their share of the further hesitation. Sir Wilfrid had The prime minister gave a list of incost for the Georgian Bay canal, which would not directly benefit them. They should stop complaining about the leave Sir Wilfrid had offered him the should stop complaining about the leave Sir Wilfrid and offered min the Six years ago Sir Wilfrid and enchef justiceship of the exchequer divideavored to get Mr. Aylesworth into million three hundred thousand dollars tario. It had enabled them to almost The prime minister explained that low rates on the intercolonial. These chief justiceship of the exchequer divides a deavored to get Mr. Aylesworth into low rates had greatly benefited Onsion and Sir William had accepted. public life, He had consented to accepted. place at the Rural cemetery. The pall-bearers were personal friends of the item and the chief necessity of the business. Two of the most expensive not longer bear him up in the ardent and county agree to the repeal of the known men on this section of the railmaritime provinces, and Mr. Logan said that he could testify that miners had that he could testify that miners had the construction of Russian submarine boats have been sold to agents of a foreign power.

The leader of the opposition said the plans for the construction of Russian submarine boats have been sold to agents of a foreign power. bearers were personal friends of the litem and the chief necessity of the business. Two of the most expensive deceased, who was one of the best road. Business was growing in the trains were the fast freight to Halifurnace of political life his strength was still sufficient for the more serene that as postmaster general Mr Ayles. maritime provinces, and Mr. Logan said fax from Montreal and the Ocean Lim-that he could testify that miners had ited. Both were for the benefit of the atmosphere of the bench. Sir Wilfrid worth if he chose could find repose from agents of a foreign power.

## COUSIN OF EMPEROR OF CHINA TO WIN NEW YORK

While the Prince's English speaking | knowledged

NEW YORK, March 16.-Prince Tsai, Prince's visit, and he got a big recep-Tse, cousin of the Emperor of China, tion in Mott street. There the imperial arrived in New York Friday so fatigued guard of the Chinese Reform Associaal journey that he almost immediately | Ling, was lined up to guard him into tion, fifteen strong, under Colonel Lee retired after his arrival in the Fifth the Port Arthur restaurant. There was much kowtowing, which the Prince acing inquirers that lasted four hours.

OF & MARSELLING

OH, FOR JOME ON JERENADE ME, I'M JOTIRED AND

SLEERY,



and Signed by the Prince attired himself in gaudy robes, slipped sion of Prince Tsai Tse is much the street entrance and was whisked to Prince Louis—that is to say, to "look Sir Chentung Liang Cheng, Chinese

stances to show the custom pursued in

us over" and accept whatever sugges-Sir Chentung Liang Cheng, Chinese
Minister to Washington; Shang Chi
Hing and Li Sheng To, two of his
is no set programme and no particular commissioners, and his secretary, Po instructions, the prime purpose of the

> health of Sir William would doubtless be improved by the calm of the bench. These were appointments in the interest of repose. He thought possibly the telephone inquiry might something to do with the changes. have had

LEGIS

Compulsory Educat - Several

FREDERICTON

The house met

Hon, Mr. Swee to authorize the grant certain st for the use of way. The bill on the ground Dr. Ruddick in ing to the comm house of St. Joh Mr. Murray intro to the town of Ne Hon. Mr. Tweed resolution relative terms for the pro Nova Scotia, New Edward Island said that in view to have been said matter by Sir Wilf liament it might ne press this resolution graphed to Ottawa sard for the purpo just what he did sa Hon. Mr. Jones in extend exemption o factories from taxat Hon. Mr. Pugsle petition of Thomas relating to the Inter

Mr. Murray introd ing to Presbyterian Mr. Copp presente Wm. Mitchell and oth incorporate the Mari Tramway Co. Hon, Mr. Tweedie

relating to the issue bentures. He explain for the purpose of e vince to make a tem power was possessed vinces. On the groun was read a second Hon. Mr. Tweedie confirm letters granted to the Grand On the ground of urg

a second time. Hon. Mr. Tweedie amend the cons with reference to the blind. He explained th to increase the allowa five dollars to ninety Mr. Copp presented t L. Lodge and others i corporate the Moncton Hon. Mr. Tweedie 1

In reference to cert school districts. He ex-object was to extend the years from the openin ing of the act. Hon, Mr. Tweedie for the better preserving of the public domain is the bill which I pro taining the value of the the laying out of land

will meet with the house. It proposes taking care of our for Mr. King from the co mittee reported favoral to incorporate the Diquash, Bolton, Palfre Stream and Lakes Driv House in further con ed the section held ove amendment when progred on the understanding will come up on Mond the manner of bringin into force in cities and The bill relating to t

read a second time and journed till tomorrow. GRAND TO L And the Last Laugh i

Best.

"Six months ago I would ed at the idea that there thing better for a table writes an Ohio I laugh to know there i "Since childhood I dr freely as any other m family. The result was girl, and as I grew into did not gain in health, b ed with heart trouble, a ordered stomach, wrecke a general breaking down at the age of 38 I see the verge of consumption greeted me with 'Hoy What a terrible color! not very comforting. The doctors and patent me absolutely no good.

oughly discouraged. "Then I gave up commenced Postum Food Co I didn't like it, but after and following the direction was grand. It was refres isfying. In a couple of v a great change. I beca my brain grew clearer, I bled with forgetfulness times, my power of e more than doubled. The and indigestion disappea nerves became steady as

"I began to take an int about me. Housework and became a pleasure. My marveled at the change enquire what brought it swer 'Postum Food Cof irg else in the world." by Postum Co., Battle C There's a reason. Res

SHOULD GET R Three or four M. P.s.

aries reduced to \$1,500. ings at having to take to be horrible to behold