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SAINT JOHN, THURSDAY MORNING, APRIL 1, 1909.

THE PROVINCE AND THE RAILWAY.

This province has paid more money for railway subsidy than it could afford. It is a question whether the general policy of encouraging railway construction by regular mileage subsidies should have been adopted. The Provincial sources of revenue did not admit of the payment of any part of these subsidies out of income. To provide the funds a part of the sum to the credit of the province at Ottawa was withdrawn and a career of borrowing was pursued so that today one-fourth of the ordinary expenditure is required to pay interest.

The Dominion controls all the great sources of Canadian revenue. It has a Department of Railways, and one may well contend that if public assistance is to be given to ordinary traffic railway lines that help should be furnished from Ottawa. The local sources of revenue were handed over to the provinces for domestic purposes, and it was never dreamed by the fathers of confederation that they would be used for general railway construction.

Years after Confederation the Canadian Parliament began to see things in that light, and the practice of granting subsidies to branch railways was established. Early subsidies were in the form of second hand rails. This system was followed by cash subventions of about equal amount, $3,200 per mile. In Mr. Blair's time the system was readjusted so that the maximum became $6,400 per mile, and railway bridge subsidies were made additional.

Meanwhile some of the provinces, New Brunswick in particular, continued to pay $3,000 per mile as a matter of course. With federal subsidies, Provincial subsidies and a bonding privilege the construction might be undertaken of railways for which there was no adequate traffic, and no urgent necessity. We have brought about a condition of things which a Government commission describes as deplorable. The report to the Minister of Railways by his own officials sets forth that some of the branch roads are not only useless but a positive injury in their present condition. One consequence is that the province has been for years embarrassed for the funds necessary to carry on local services.

Had New Brunswick refused cash subsidies for ordinary branch railways, as Ontario did, she might now be in happy financial circumstances like Ontario. That province, richer far than this, allowed railway promoters to go to Ottawa for subsidies. Railways have been constructed without Provincial assistance, except two or three in New Ontario, one of which the province owns and operates. New Brunswick also owns a railway. But that is because after both the province and the Dominion had paid cash subsidies, and after the province had made large loans and guarantees, the Government had to take over the road as a creditor, only to find that much of the money advanced had not been expended on the railway. Most of the money paid by the province is represented by railways in which the people have no control.

In speaking of these branch railways it is not forgotten that there are certain lines of peculiar and almost exclusive Provincial interest. Such for instance are the roads leading to the coal mines in Cumberland County. These coal mines are a source of Provincial revenue and the local treasury receives income from their development. The same might be claimed of two railways in this province, if they had made good the promise given on their behalf. The proposed track from the Gloucester County iron deposits to tide water belongs to the class fairly claiming Provincial assistance.

Now we are faced with the Valley Railway problem. It is a singular fact that with all the railway construction in this province, some of it in comparatively unpromising fields, the St. John valley should have been left without railway facilities. Some of the first railway projects contemplated the line of railway along this valley. It is the natural Canadian route from the West to this Winter Port. It is one of the richest portions of Eastern Canada. Yet it remains comparatively isolated. There are many reasons why construction of this railway should be undertaken at once. Some of these were presented by a delegation yesterday, and it is not necessary to refer to them here.

But important to the province as this work is, it is impossible for the Provincial Government alone, or mainly, to provide the money and credit for the enterprise. Nor should it be necessary. Last year the Federal subsidy bill contained large guarantees for the Mackenzie and Mann systems, covering hundreds of miles of Western railways. These roads run near, and parallel with the Grand Trunk Pacific, which the Government is financing. There is no reason why the Dominion should refuse the same treatment to the Eastern end of this or of any corresponding trunk system.

Mr. Hazen has expressed his own willingness to assist with guarantees under conditions prudently limiting the obligation of the province and affording suitable safeguards. His readiness to co-operate and his precautions against uncertain and unlimited obligations, his insistence that the people shall get the benefit that they bargain for, are what might be expected of a careful administrator having before him the awful example of his predecessors.

The proposition that the road when completed shall be operated as part of the Intercolonial, on the usual percentage basis is practical and timely. That arrangement might give the Government road a valuable connection with a transcontinental system. It would add a splendid feeder to the Intercolonial. The proposed arrangement would protect the Provincial treasury, increase the influence and usefulness of the People's Railway, and render justice to the long suffering communities of the St. John Valley.

THE GOOD OF THE WHOLE.

No British colony or outlying part of the Empire can defend its own coast. The whole British Empire can protect the whole British Empire. It is vain to speak of a Canadian or Australian navy. There can be but one navy under the British flag.

Perhaps this navy may be so organized that there shall be squadrons or units, each provided by one self governing state in the Empire, each managed by the country which pays for it, and each kept in the neighborhood of that country. But that does not seem to be the most effective organization. We can hardly think of an English, Irish and Scottish navy, each with jurisdiction to guard a particular coast.

The Canadian land force has gone largely to staff. We pay prodigiously for a machine at Ottawa, which seems to be altogether out of proportion to the force it manages, and far too costly for the work it has to do. The danger is that in the organization of a purely Canadian navy we shall spend too much on the Admiralty office and too little on the ships and the men. A navy composed mostly of establishments on Parliament Hill, and manned largely by Canadian admirals, would not meet any serious emergency. It would be worse than an army of colonel-inspectors. For the Canadian staff could, when the time came, call out all the men in Canada, but a top-heavy admiralty could not call ships into sudden existence.

It will not help the Empire greatly to have in Canada a sixteenth paid minister and a twenty-third deputy minister, with an elaborate departmental outfit, the people of Canada are willing to pay, but they will want to buy the thing that will do the most good.

PROVINCES AND DREADNOUGHTS.

It is not at all likely that the Government of Ontario, Manitoba, British Columbia and New Brunswick, or any of them, will offer a Dreadnought to the Imperial Government. The report is that the two leading Australian states will unite to pay for such a ship. But it must be remembered that the organization of the Australian Commonwealth is quite different from that of the Dominion of Canada. Ontario is a Province; New South Wales is a State. Ontario has no revenue from indirect taxes. New South Wales receives for the state treasury all the amounts collected by the Commonwealth in customs and excise duties, except the percentage set aside for federal purposes An Australian state has much greater resources, much greater responsibilities and much greater jurisdiction than a Canadian province. It need not be supposed that Mr. Hazen and his fellow Conservative Premiers will interpose in this matter. Whatever is done must be done by the Dominion.

Besides there is no present need of such intervention. It is not yet known what the Federal Government proposes to do. Sir Wilfrid Laurier's language and resolution are consistent with absolute inaction for an indefinite period. They are also consistent with immediate and positive activity. Give the Government a chance to say what it means.

HIGH FINANCE.

Mr. Fielding's operations as "banker" for the Grand Trunk Pacific suggests an incident which a St. John bank manager used to relate:

A preacher, called from the country to one of the city churches became acquainted with this manager, and said that he would like to open an account at his bank. The manager cheerfully consented and thought no more about it until a cheque from the minister had been presented by a grocer, and returned with the information that there were no funds.

The clergyman appeared and demanded an explanation, reminding the banker that he had consented to open an account The manager proceeded to lay down the elementary doctrine that the first step in opening accounts of this kind was to make a deposit. This was too much for the customer. "Why," he said, "if I had the money to deposit what would I want of a bank?"

Mr. Fielding in acting as banker for the Grand Trunk Pacific, shows that he appreciates this preacher's point of view.

FAILED TO REPORT.

"Eternal vigilance is the price of Government employment" is the motto in Halifax. A large number of Intercolonial freight handlers who had been recommended by the late members and the patronage committee, have lost their job. They have been replaced by another group of men with credentials fresh from the mint. It seems that the list of Liberal laborers eligible for recommendation has been revised. Those previously certified thought that their credentials were permanent, and so failed to present themselves for a renewal of machine confidence. Some fifty others appeared and made their humble appeal, and were engaged, and that number of old hands suddenly found that their services were no longer required. The Halifax machine treats the freight handler as a sort of ticket of leave man who must report at regular intervals and show that he is still right with the party.

England is repeating at nearly every by-election a notice to quit to the Asquith Government. The Croydon vote of Monday was emphatic; 11,989 Conservatives, 8,041 Liberal and 886 labor. The Conservative margin at the last election was small compared with nearly four thousand on this occasion.

The case of the Carleton prisoner who voted last October is now cleared up. Mr. Carvell's active campaigner pursuaded him to escape and vote, and it is now suspected that he voted the other way. Hence tears and wrath.

Mr. Carvell admits that the Government has paid double price for leather belting. He would avoid that by appointing a purchasing agent. A simple way would be to avoid the middlemen. The belting could have been bought at the right price from the ordinary large dealers.

The Minister of Public Works has issued a circular to his officers admonishing them not to pay too much for anything that they have to buy. Dr. Pugsley forgets to tell his officers that they may buy from a Conservative if he has the same goods at a lower price.

The people of the St. John valley have had many years of Dr. Pugsley's promises. Now they find a Provincial leader who is moderate in pledges, but serious in performance. We shall see what happens.

Will Dr. Pugsley's circular be understood to mean that the department must not pay 55 cents a yard for dredging, which the contractor is prepared to do for 50 cents?

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A plate you can eat with; held in position by our newly improved quadruple attacament.

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Our new attachment holds them as solid almost as though they were riveted in the mouth.

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DEATHS

Mrs. Allison.

The death took place yesterday of Mrs. Harriet Allison, widow of the late Samuel Allison. She had been ill for a long time. One daughter survives her, Mrs. W. J. McAlary, of Victoria street, from whose home the funeral will take place on Friday afternoon, at 2.30 o'clock.

S. C. Moore.

Wolfville, N. S., March 31.—The very sudden death took place here on March 29th of a well known and esteemed citizen, Samuel C. Moore, a native of New Brunswick, near St. John, aged 67. Mr. Moore, who had always been a healthy man, a few weeks ago developed heart trouble, and walked to the office of Dr. Dewitt to consult him. The doctor was out, so Mr. Moore awaited his coming, but when he arrived he found his patient dead upon the lounge. His death was a great shock to his wife, who was at home alone, awaiting his return. The children are Professor Warren J. Moore, Acadia '94, of Orichica, Arkansas; Samuel Moore, Winnipeg; Howard Moore, who resides here, but who unfortunately left for a trip to Texas a few days ago, and Margaret, wife of Prof. Frank Brown, of Bisbee, Arizona. He leaves a brother, James Moore, at Milton, Mass., and a sister, Mrs. Patchell, of St. John. Mrs. Moore was Miss Rachel Bishop, fourth daughter of the late Elias Bishop, of White Rock.

Mrs. Cooley.

Halifax, N. S., March 31—Mrs. Cooley, wife of the janitor of the Y. M. C. A., building, who drank carbolic acid yesterday, died during the night.

H. F. Todd.

St. Stephen, Mar. 31.—The death of Henry F. Todd one of the leading business men of St. Stephen, which took place at his home at an early hour this morning, has been a shock to the whole community. He returned from a visit to Boston a few days ago, suffering from seemed to be a slight indisposition and even his nearest friends were not aware that he was very seriously ill. Henry Freeman Todd was the second son of the late Freeman Todd and head of the firm of F. H. Todd & Sons. He was a director of the St. Stephen Bank and president of the well-known Gold King Mining Company. In 1883 and the two following years he was mayor of St. Stephen, and he has always been interested in the chief business ventures nearer home, being at the time of his death a large owner in the St. Croix Paper Company, the St. Stephen Electric Light Company, and other corporations. He was 62 years of age and leaves a wife and one daughter, Mrs. F. P. MacNichol. Arrangements had been made for the wedding of his niece, Miss Adeline Boardman Todd, daughter of W. E. Todd, M. P., to Aubrey Dexter, of St. Stephen. The wedding will take place this afternoon very quietly, at the hour appointed at St. Anne's church rectory, Calais, and Mr. and Mrs. Johnson will leave Calais by the evening train for a brief wedding trip.

Mrs. R. W. Robb.

Amherst, N. S., Mar. 31.—Citizens of Amherst were shocked at the news of the very unexpected and sudden death of Mrs. Roland W. Robb at her home Victoria street, at an early hour this morning. Deceased gave birth to a child yesterday, but no thought of her death was anticipated. Before marriage Mrs. Robb was Miss Mabel Geraldine Pugsley, daughter of Robt. Pugsley, head of the firm of Etter & Pugsley, dry goods merchants. Mr. Robb is a member of the Robb Engineering Company, and son of David Robb, president of the company. Deceased was prominent in musical circles, being possessed of an unusually fine voice which had been trained at some of the best musical centres. She was of a particularly bright and cheerful disposition and universally popular. Besides her husband she leaves her father and mother and one sister, who will have the deepest sympathy of their host of friends. Mr. and Mrs. Robb were married last June. She was twenty-eight years of age. Hon. A. B. Etter, M. L. C., is an uncle of deceased. Mr. and Mrs. D. W. Robb and daughter, Miss Vera, are in New York.

Maxims of Great Writers.

Accidents rule men, not men accidents—Herodotus.

Add not fire to fire.—Greek.

All things are difficult before they are easy.—Trench.

All's to be feared where all is to be gained.—Byron.

He is truly wise who gains wisdom from another's mishap.—Publius Syrus.

He who covets what belongs to another deservedly loses his own.—Phaedrus.

We are more sensible of what is done against custom than against nature.—Plutarch.

A Delicate Hint.

(Buffalo Express).

Is it not at least a fair guess that the building of a Canadian navy will encourage a separation sentiment?

The *Sherwin-Williams Paint*

wears longest, because it is made of the best materials, It has the best appearance because it is ground very fine, spreads evenly, and the colors are clear and strong. It affords greatest economy because it's extra fine grinding makes it cover most surface, and it wears longest and the need of repainting is put off.

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Mill Starts Again.

Hampstead, Mar. 30.—Jones' mill has begun its spring sawing.

A. C. Thompson left yesterday for Vancouver Island.

The river is open here from Washademoak to Spoon Island.

On Sunday last Rev. G. D. Milbury administered the rite of baptism to four candidates, making sixteen who have recently been baptized here.

Miss Louisa Rubens, of Gagetown, is the guest of Mrs. E. Brodie.

Their Favorites.

He—What is your favorite game?
She—Quail on toast. And yours?
He—Eagles on $20 gold pieces.

Second Sight.

"A case of love at first sight, eh?"

"No, her second sight. The first time he saw her he didn't know that she was an heiress."—Boston Tran-

ASSESSORS' NOTICE

The Board of Assessors of Taxes for the City of Saint John, in the present year, hereby require all persons liable to be rated forthwith to furnish to the Assessors true statements of all their Real Estate, Personal Estate and Income, and hereby give notice that Blank Forms, on which statements may be furnished under the City Assessment Law, can be obtained at the Office of the Assessors, and that such statements must be perfected under oath and filed in the Office of the Assessors within thirty days from the date of this notice.

Dated this thirty-first day of March, A. D. 1909.

ARTHUR W. SHARP, Chairman.
URIAH DRAKE,
TIMOTHY T. LANTALUM,
HARTLEY C. VANWART,
JOHN ROSS,
Assessors of Taxes.

Extracts from "The St. John City Assessment Law of 1889."

"Sec. 112. The Assessors shall ascertain, as nearly as possible, the particulars of the Real Estate, the Personal Estate, and the Income of any person who has not brought in a statement in accordance with their notice, and as required by this law, and shall make an estimate thereof, at the true value and amount, to the best of their information and belief; and such estimate shall be conclusive upon all persons who have not filed their statements in due time, unless they can show a reasonable excuse for the omission.

"Sec. 133. No person shall have an abatement unless he has filed with the Assessors the statement, under oath, within the time hereinbefore required; nor shall the Common Council in any such case, sustain an appeal from the judgment of the Assessors, unless they shall be satisfied that there was good cause why the statement was not filed in due time as herein provided.

Probate Court

City and County of Saint John.

To the Sheriff of the City and County of Saint John, or any Constable of the said City and County—Greeting:

Whereas the surviving executor of the estate of Mary Ann Brayden, of the City of Saint John, in the City and County of Saint John, married woman, deceased, has filed in this Court an account of his administration of the said deceased's estate and has prayed that the same may be passed and allowed in due form of Law, and distribution of the said estate directed according to the terms of the last Will and Testament of the said Mary Ann Brayden, deceased.

You are therefore required to cite the Heirs, next of kin, Divisees and Legatees of the deceased and all of the creditors and other persons interested in her said estate to appear before me at a Court of Probate to be held in and for the City and County of Saint John, at the Probate Court room in the Pugsley building in the City of Saint John, on Monday the Nineteenth day of April next, at eleven o'clock in the forenoon then and there to attend at the passing and allowing of the said accounts and at the making of the order for the distribution of the said estate as prayed for and as by law directed.

Given under my hand and the Seal of the said Probate
(L. S.) Court, this eleventh day of March, A. D., 1909.

(Sgd.) J. R. ARMSTRONG,
Judge of Probate.
(Sgd.) H. O. McINERNEY,
Registrar of Probate.
(Sgd.) E. T. C. KNOWLES,
Proctor. 4-4-10-A

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These are made on wide toe lasts of beautiful stock handsomely finished; light turned soles, with or wit hout lifts on heels. Ask to see our other styles from 50c. to $1.00.
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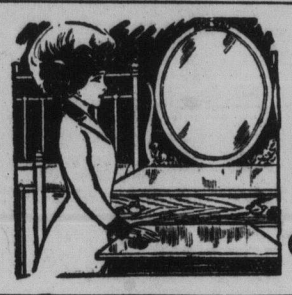

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Manufactured in Austria especially for our trade from the best Graffite, write intensely black without grit and hold their points.
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If you can use an extra brooch now, come in and see these we are offering at about half price. You probably will not be satisfied with one but will want two or three.
There's about three hundred to select from, and they are sorted up in five lot at 25c., 50c., 75c., $1.00, and $1.50 each.
New Patterns and good quality.
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1909 Suit Styles afford a wide range of choice, from the entirely plain and conventional attire to the most extremely fashioned models.
Orders for Spring Apparel intrusted to us will be executed with dispatch, and tailored in the most approved and pleasing manner.
Perfect work and faultless fit assured.
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WANTED.
Farms, Factories Water Power
ETC.
Al persons having farms, land of any kind, mills, factories, industrial locations or water power for sale, are invited to write to the undersigned for forms upon which to give descriptions of their offerings.
Upon receipt of these descriptions the offerings will be listed and steps taken to put the list before probable purchasers.
Applications for farm labor and domestic help will receive attention.
A B. WILMOT,
SUPT. OF IMMIGRATION,
4 Church Street, St. John, N. B.