

THE HERALD

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Improvements Inaugurated

Hon. John McLean and Hon. Murdock McKinnon of the Provincial Executive were in Ottawa last week conferring with the Federal Government regarding several matters of importance to the people of this Province, which the Local Government are pushing forward. One of the questions under consideration was improvement in the telegraphic and telephone service here. The telegraphic service had for a long time been unsatisfactory, and it seemed somewhat difficult to obtain redress. At last the Provincial and Federal subsidies to these services were withheld until the grievances complained of should be remedied. It is satisfactory to know that Messrs. McLean and McKinnon were quite successful in their efforts with the Public Works Department at Ottawa in this matter. To begin with it has been arranged that messages of fifty words, filed at any station at any hour, will be forwarded from here at night at the ordinary tenword rate. Fifty words for thirty cents and one fifth of thirty cents for each additional ten words. That is certainly a great improvement in our telegraphic service. Moreover, it has been definitely arranged that, in future practical cooperation should exist between the Telegraph and Telephone companies for the delivery of messages. The whole service will, as soon as possible, be placed on an up-to-date and satisfactory basis.

Several matters for improved facilities in connection with the railway were outlined. One of these regards improved methods of securing mussel mud for fertilizing purposes. This is a matter initiated by Premier Mathieson, who, indeed, has started and pressed forward all the reforms under consideration. Arrangements were completed by Messrs. McLean and McKinnon, representing Premier Mathieson, to the effect that a spur line of railway will be provided at Marie siding, in order that the immense beds of this valuable deposit in St. Peter's Bay may be more easily available than heretofore. The spur line is to be submerged and a bridge to be built overhead; so that the mud may be precipitated from the sieghs to the cars below, thus avoiding the labor of shovelling and rendering the procuring of the fertilizer much less expensive. The use of dredges of much greater capacity is also in contemplation. The Government engineer is now engaged in inaugurating the work at Marie, and, if possible, the improved facilities will be available the coming winter. These improvements are of the very greatest importance to the people, and the Government will have the thanks of all for their consideration.

It is interesting to hear the somewhat puzzling term, "Canadian immigrants," as applied to those coming into this country. It is explained by the fact that during the past year nearly 20,000 of those entering Canada from the United States were returning Canadians. This homeward flow is one of the most encouraging features of national development today. —Hamilton Spectator.

There will be little turmoil in Canada over an expenditure of thirty millions for defence. Even those who may think the amount a large one, will remember that we spent nearly ten times that amount building a railway between Moncton and Winnipeg.—Toronto World.

Let each girl be trained as a homemaker, so that she will know how to manage a modern home. Then we will not see so many young girls in industry struggling along on starvation wages. We will also see happy homes and well nourished and well clothed children in the homes of the poor. Let each boy and girl be instructed in their places and duties toward society and the community in which they live. We will then see a great deal of our present municipal corruption and waste disappear.—Halifax Herald.

The consumption of wheat bread has not merely kept pace with the production of wheat but has shown a strong and unmistakable tendency to move ahead of it. We have reached the point, in fact, where each year's crop must be a bumper one to prevent a marked advance in prices. The very fact that the wheat market is firm and prices well maintained shows that this year's production is not largely in excess of the demand. The world's crop may be larger, even by ten per cent, than last year's, but the world's consumption has also increased, perhaps at an even more rapid rate.—Winnipeg Telegram.

A newspaper is to be started for circulation in the English prisons. Prison labor is counted on to produce it. But difficulty is sure to arise in regard to the labor supply. It is a well known fact that there are fewer newspapermen to go to jail than those of any other calling. This is not a joke, but a piece of actual statistical information.—Edmonton Journal.

Miss Wylie, the English Suffragette, who came to Canada to do missionary work and who has failed, expresses her scorn of Canadian women. They are "a poor spirited lot," she says. Coming from the fiery Barbara, this is one of the finest tributes ever paid to the women of Canada.—Hamilton Herald.

Miss Wylie, the militant suffragette, has observed that her comrades in Canada have not so much courage as those who break things in England and set fire to buildings in Ireland. The lady does not understand, Canadian women have plenty of courage, as the pioneer records of this country tell. But they also have political sense.—Vancouver News-Advertiser.

Miss Liberty's portrait on the face of the new nickel coinage will be replaced by the buffalo's head; the obverse will show an unconventional Indian. The case might have been worse. We might have been inflicted with a bull moose and Steel Trust 'nigger' in the woodpile, as perpetual reminders of a popular political aberration.—Philadelphia Record.

In this Province when printed voters' lists are used they are packed against Conservative candidates; the names of hundreds of aliens being included which cannot be removed. When printed lists are not used, and a Conservative candidate triumphs, a despicable returning officer juggles him out of the seat.—Moose Jaw News.

Any murderer, any lyncher, any blackguard, any thief, any law-breaker, can use the suffragette argument with as much propriety and force as the suffragette. All one has got to do is to assume that what one wants is right, and not only so, but that any one who wants it has a right to get it at once by any means in his or her power, right or wrong. This sort of doctrine does not go down in Canada, as Miss Wylie is discovering. We have too much of an object lesson alongside of us in the United States as to the merits of lynch law. In this country we make progress by enforcing respect for law.—Ottawa Journal.

Jose Canalejas Y. Mendes, Prime Minister of Spain, was shot and killed in Madrid by a young anarchist named Pardinias, on Tuesday, 12th. The assassin attempted suicide; but was taken into custody while still alive and carried to a hospital. The Premier had come from an audience with the King and was on his way to the Interior department when he was shot. He stopped to look into the window of a bookstore when the assassin crept up behind him and fired several shots at him. He fell to the ground and died in a few minutes. A member of the Government was appointed Premier pro tem, and after a meeting of the cabinet it was announced that General Weyler, captain general of the Catalonia and once commander in chief of the Spanish forces in Cuba, or Count Romanones, might be appointed permanent premier.

A Canadian company is preparing a set of films illustrative of Canadian history. It is about time. Young Canada is being brought up to think that the only things worth mentioning, that have ever happened in America, took place in the United States.—Victoria Colonist.

Think of it! The new town of Grouard, in the Peace River and Grand Prairie country, has before it a proposition for electric lights and waterworks. The first thing it knows it will be fully modern and will have a police investigation.—Lethbridge Herald.

Yesterday was election day in Hocholaga, Montreal. Reports to hand indicate that Hon. Louis Coderre, Secretary of State, swept the riding with an immense majority, over 2,000. His opponent probably lost his deposit. The question at issue in the contest was the Government's naval policy.

Makes First Statement of His Policy.

New York, Nov. 15.—Governor Woodrow Wilson announced tonight that immediately after his inauguration as President of the United States he would call an extraordinary session of congress to convene not later than April 15 for the purpose of revising the tariff. The president-elect will sail for Bermuda at 2 o'clock tomorrow afternoon for a vacation, and will return on December 16th. To set at rest in the meantime speculation as to what he would do with regard to tariff revision, he issued the following statement: "I shall call congress together in extraordinary session not later than April 15th. I shall do this not only because I think that the pledges of the party ought to be redeemed as promptly as possible, but also because I know it to be in the interests of business that all uncertainty as to what the particular items of tariff revision are to be should be removed as soon as possible." Beyond this brief announcement the governor said he had nothing further to say.

Messrs. McLean and Nicholson, M.P.s, have left for Ottawa to attend the Parliamentary session which opens tomorrow.

Nine Lives Lost.

Ottawa, Nov. 13.—Nine lives are believed to have been lost on the Madawaska River last night soon after seven o'clock when the old wheel steamer Mayflower, a fifty foot boat, capsized and sank three miles out of Barry's Bay after springing a leak. Of the twelve people aboard, ten of whom were passengers and two members of the crew, three passengers, namely, Gordon Peverly, J. S. Isinlach and J. M. Harper, all of Ottawa and commercial travelers, are alive to tell the story of the terrible disaster.

They were found late tonight by a search party who rowed out from Barry's Bay on an Island about three miles down the river, in a very exhausted condition. They were immediately taken to a nearby farmhouse and there they are receiving every possible care and attention. The dead body of Captain E. Parthier, of Cambermere, skipper of the ill fated boat was picked up by the search party near the shore where the steamer is supposed to have sunk. His body had a life preserver on. The body of Patrick O'Brien of Cambermere, a passenger was also found on the Island, where he died of exhaustion and exposure to the cold after being thrown ashore by the surging waters, with little life left in his body.

From the brief story of the disaster that could be obtained at midnight from three survivors they say that the Mayflower sprang a leak soon after she left Barry's Bay. Her hold rapidly filled with water and those on board quickly realized that death was imminent. There was hardly a moment to decide on how their lives could be saved.

A howling wind was sweeping down over the river, which is nearly a mile wide at the point where the boat sprang a leak and the water was lashing the sides of the ill fated boat with a vengeance. All round was black.

Not a light could be seen anywhere. The boat began to lurch a little, a little more and then terribly, then the old coal oil lamps went out by being crushed to the floor and in a few minutes, when all was darkness, the boat keeled over broadside and sank suddenly throwing passengers, crew, freight and all, of which there was a good deal aboard, and machinery into the icy waters.

The wooded shores threw back the echoes of the cries of the drowning souls. The three survivors were able to discern some spars of timber floating near to where they had been hurled into the water. Each tried to cheer the other with words of encouragement, and half perished in water that was clogged with ice, and almost numbed to the point of unconsciousness they drifted ashore, but more dead than alive. Words they say, could not describe those hours of suffering on the Island up to the arrival of the rescue party.

The Hudson Bay Railway.

The Government's policy of expediting the construction of the Hudson Bay Railway is in marked contrast to the course pursued by the late Administration. The contract for the last section from Split Lake to tide water was awarded last September, and it is believed the railway will be a factor in the crop of 1914. It is doubtful whether in the history of railway project in this or any other country the record made by the Borden Government in connection with this enterprise can be duplicated. The Conservative party has been in power a little over a year. When it assumed control the Hudson Bay Railway project was dormant. Nothing had been accomplished by the Laurier Government in the fifteen years of their regime beyond the partial construction of a bridge at Le Pas. The Borden Government had to arrange to secure necessary information, to compile data, make surveys, and choose routes and terminals.

No space work had been done by the late Government; the Borden Administration took up the railway project with no practical knowledge of the country to be traversed; there had been no extensive surveys of which advantage could be taken; the possibilities of navigation, sidewater, necessities—in short every character of information required to successfully prosecute this great undertaking was lacking. These hindrances and wanting... and differences have been overcome. That within a year tenders were awarded for the entire Hudson Bay Railway system from Le Pas to tidewater is a striking illustration of the difference between an Administration which promises and one which does things.—St. John Standard.

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