

HOW CANADA MEETS HARD TIMES

In spite of a decline of about \$11,600,000 in the public revenue the Minister of Finance is able to report a surplus of a million and a half for the year just closed after paying all ordinary expenditures and about three millions properly chargeable to capital account. That is the gist of the budget speech delivered in the House of Commons yesterday. And this for a year whose financial straits have been largely the cause of the world to spend beyond its income. The British government admits a deficit of about one hundred millions. The United States balance sheet shows results almost as bad. But the Canadian government, notwithstanding a decline of about 13 per cent. in its receipts has been able to control its expenditures as to leave a handsome balance to the good.

POLITICS AND THE VALLEY RAILWAY

In the matter of the proposed Saint John Railway the illustration of the unprofitability of having provincial and federal administrations politically by Mr. Hazen and his colleagues are obviously more anxious to place the Liberal government at Ottawa in an unfavorable light before the people of New Brunswick than they are to have this greatly needed railroad constructed. While they have agreed to guarantee bonds to the amount of \$100,000 for a branch line in Gloucester county which is to act solely as a carrier of ore from the Drummond line to the western side of the province, serving no general public interest, they refuse all assistance to road which will give necessary transportation facilities to the rich and well-settled section of New Brunswick, except upon terms which will make the federal government responsible for the operation of the road, regardless of the fact that this railway will not only have no connection with the Intercolonial, but will in a measure be a competitor thereof.

And this at a time when there is prevalent and increasing dissatisfaction with the system of government operation on the Intercolonial and when the Minister of Railways is just entering upon a new experiment in management, the success or failure of which will largely determine whether or not the Intercolonial is to be continued as a government enterprise. The matter is too important to be played with. The urgent need of the Valley people for the transportation advantages long denied them is too great to be made a pawn in the political game. Aside altogether from the fact that there is no reasonable difference of opinion as to the benefit to be secured from government operation of this road, it is apparent that the federal government takes no definite steps in a matter involving so large an extension of that system until it has in connection with the Intercolonial been discredited. It is equally apparent that if the system is sufficiently justified to warrant a proposal for a branch line, it is equally as well justified to warrant a proposal for a main line, and the Intercolonial must be first taken up. The government could not leave over the railways of Kent and Westmorland and Albert and Kings and assume operating control of a road on the west side of the St. John river.

Mr. Hazen must realize this; must recognize that it will be a year or more at the best before the federal government can be in a position to accept the proposition he has put up; must know that the Valley's needs and its splendid possibilities cry out against this; must realize that he has enabled his organs and the members of his government, and as they say, so impressed upon the minds of the people of the road down the St. John Valley, that they have in their power to bring about conditions under which the construction of the road may become an accomplished fact. And that compensates in his mind, for all the delay and loss to the Valley folk. If he can squeeze some votes for himself and Mr. Jordan out of the affair, the interests of the St. John Valley may go hang.

PROHIBITION IN THE WARDS

Three of the four city wards in local option elections were held yesterday afternoon and the results emphatically registered the prohibition in the election. All that was required for the establishment of a prohibition was a bare majority of the voters, but in each instance the temperance vote exceeded the three-fifths of the total required by the Ontario law, which many thought should have been made compulsory in this province. Thus the verdict that the saloon must be removed from the residential districts of the city is given with an emphasis which leaves no question and no reasonable protest. It is now the duty of the government to see that the will of the majority is enforced strictly and with no exception as is compatible with justice to the license holders affected. But if the verdict of Lorne and Dulock and Victoria were the only saloons must be kept separate from homes of the people, is unmistakable, the verdict of Lansdowne, which is largely a business district, shows on the other hand that the city as a whole is not ripe for a general prohibition law. If the local option vote in general means anything it means that in the opinion of the people the demand for liquor warrants its legalized sale, but that this sale must be confined to restricted business localities and not allowed to encroach upon those sections of the city set apart by popular consent for home building. Eventually, perhaps, public opinion will ban the liquor traffic everywhere as a public evil, but for the present both the active parties to this controversy will do well and sensibly to accept the verdict of yesterday in its dual aspect and to make their plans accordingly.

THE TAXPAYER WAKING UP

The civic campaign is warming up, and the last few hours promise to provide unusual interest. For the first time in recent history the election upon whom the burden of civic taxation falls most heavily have taken to the streets to make their voices heard to assist their influence. Though this has occurred somewhat late in the day, the organization they have formed is bound to make a strong case, the disadvantage of the men who have resisted reform. If present appearances are not wholly deceitful, the members of the Taxpayers' Committee report to be tactful but sternly re-veged.

OPEN PATHS AND BLIND ALLEYS

"It is clear that no form of change will induce Mr. Pugsley to consent to an inquiry."

This, from the Standard, is characteristic of the campaign now being waged against the Minister of Public Works. On the other hand, the parliament challenged his right to frame a charge against him, promising the utmost of investigation, but never a man of the house or of all the murky deed of scandalous infamy which has been the lot of the Minister of Public Works. The Central Railway Commission down, there has come not

one definite accusation against the Minister's integrity.

Dr. Daniel, in his speech delivered in the House on the other day for the purpose of placing the Mayes affidavit upon the public records, was particularly careful not to take any weight of his personal assertion to one syllable in that notorious document. Had he even expressed the belief that Mayes' charges were true, had he qualified his personal opinion that they were capable of proof, the government, perhaps, must have ordered investigation at once and thoroughly. But he did not. And why?

Why, also have the Conservatives avoided the other course and opened up to full inquiry—the course pointed out by the Sun months ago as obviously the easiest way to focus publicity upon this or any other transaction involving the expenditure of public money—reference to the Public Accounts Committee? They can will help, particularly if it is forced by united action on the part of the smaller taxpayers, whose indifference to their own interests in the past has been largely the cause of the indifference of the Council toward those interests.

And why, again, if Mr. Hazen believes, as he is willing to insinuate, that Dr. Pugsley was a party to the Central Railway affair, does he not prosecute him? Or, if he believes that Dr. Pugsley and Mr. Tweedie are responsible for the money "unaccounted for," why does he not prosecute them? The machinery of the law is in his hands.

What reasonable answer can there be, save that Mr. Hazen, Dr. Daniel and the rest do not themselves believe the truth of the allegations and suspicions upon which they base their attacks, do not wish to prosecute him? Or, if he believes that Dr. Pugsley and Mr. Tweedie are responsible for the money "unaccounted for," why does he not prosecute them? The machinery of the law is in his hands.

AN UNFORTUNATE ERROR

"In publishing the names of those who signed the petitions asking for the amendment to the local option law, the temperance people have heaped upon themselves the maledictions of the region of ratepayers."

What a mistake was made yesterday, when the above was the leading paragraph, was written by a reporter who was not aware of the fact that the list of names was not given at the expense of the License Protective Association, and not by the temperance people. In the rush of an unusual day, the names were given in the publication, as conveying a false impression of the situation.

THE NEW HIGHWAY ACT

The new Highway Act, which we are informed is to go into force immediately, displays some concessions to the local authorities, which the first legislation aroused in the province. The schedule has been reduced, statute law is made optional, and some other amendments of a minor nature are introduced. But none of the amendments are in the nature of a provision for the maintenance of the old and the new, and the main objectionable feature of the old act, the political domination of the various public works boards, is retained. The government's willingness to its determination to keep for itself the application of the law which handles the money in the district, thus ensuring the continuance of the political patronage system which is always a cause to every work into which it enters.

BURKING ENQUIRY

Naturally, the Conservative press intercepts the defeat of Dr. Daniel's resolution in the House of Commons yesterday as evidence that the government is determined to prevent investigation of the Mayes-McAvity "scandal" which is wholly unwarranted by the facts. It is the Conservative themselves who are burking enquiry into this affair, which the friends of Hon. Dr. Pugsley, confident of his majority, would be glad to have fully investigated and wiped off the slate of political controversy.

THE DRUMMOND SUBSIDY

Introducing the bill providing the bond guarantee for the railway, the Drummond iron mines Premier Hazen announced that these bonds were also to be guaranteed by the Canada Iron Company, another prosperous Drummond enterprise, and that this endorsement would come ahead of the provincial security for the province. It is improbable that both these industries should fail—and thus removes in the company to the province—as it is to the scheme. Mr. Hazen also announced that it was the intention of the company eventually to establish smelting works in Gloucester County. If this is the case there would seem to be no reason why the government should not demand some guarantee from the company to the effect and thus provide reasonable ground for its proposed subsidy. The small profit the province will receive from the mere mining of the ore seems hardly sufficient to warrant public aid to the extent provided in Mr. Hazen's bill—a 600 per mile for a railway which will serve no general public interest.

THE SWISS MILITARY SYSTEM

The Canadian Courier, apropos of Canada's military problem, calls attention to the fact that the Swiss militia system enables her to train an army of 280,000 at an expense of \$2,000,000. The cost of training about 87,750,000 for a force of only one-fifth that size. Also the Swiss militia is capable of expansion on a scale which is wholly unattainable in Canada. Switzerland's population is only one-third that of Canada's. The Republic contains 3,313,000 people, while Canada has fully 7,000,000. This gives us an advantage and should enable us to maintain a larger army than Switzerland, whereas we find her army five times as large as ours. Further, Switzerland has 242 field guns, as against Canada's 508. The difference between the two countries lies in the system. Canada has purely voluntary enlistment; Switzerland has universal compulsory service. In Switzerland, a citizen becomes a soldier at the age of 18, and remains in the service until he is 45. In Canada, a citizen becomes a soldier at the age of 18, and remains in the service until he is 45. The President of the Swiss Federation, in speaking of their system, once said: "Our military institutions contain in themselves the seeds of democracy, of self-sacrifice, a school of civility, of selflessness, a school of duty; and with us the obligation to serve is considered as a privilege of a citizen." By a vote of the whole people in 1807, the system which had been in vogue for thirty-three

years was approved and continued by a large majority.

It is evident from this comparison that Canada has something to learn from Switzerland. By changing an efficiency, their system seems infinitely superior to ours. On the other hand, this efficiency is made possible by compulsion on the part of every able male to bear arms in his country's defense. This removes most of the ground for fair comparison, as Canadian public opinion will not permit of conscription, until some day the need for knowledge of the means of self-defense is brought home to us.

TAKE THEIR HATS TO ENGLAND NOW

Americans Transferring Operations as Result of Hart-Agnew Bill

LOTS OF BETTING

NEW YORK, N. Y., April 22.—As an outcome of the restrictions placed upon betting in this state by the Hart-Agnew bill, several of the most prominent race-track men of this city have arranged to transfer their operations to England. A number have established cable communications with betting commissions in London, and already wagers said to be in excess of \$100,000 have been placed for the account of New York horsemen on American horses entered in the most conspicuous of the forthcoming British turf events. Although no accurate estimate of the amount of money that is to be placed in London is available, a number of Wall Street houses having London connections have called large sums to be laid on horses entered for the Derby, the City and Suburban, and the Great Jubilee.

PEUMONIA'S RACE WITH CONSUMPTION

These Two Diseases Move Down Annually Ten Times More Than War and Famine Combined

At this season, of the two evils pneumonia is most to be feared. It develops quickly and if not taken in time leaves the patient but a slim chance for his life. Look out for the little cold, don't let it run on—keep it from developing into either pneumonia or consumption.

Who knows of a real trusty remedy that can be relied on to cure colds as well as pneumonia? It is impossible to find anything that will cure colds, pneumonia, cures that light, congested feeling, gives such relief as Nerviline. For fifty years in thousands of homes no other medicine is even kept. "Sometimes I hurried off to work without an overcoat," writes Mr. C. C. Williams of New London, "and as a consequence caught a severe chill. I neglected the cold that was tightening around me and finally La Grippe held me in its grip and I was taken to bed. I tried all the light and in vain. I had pneumonia, but fortunately I had lots of Nerviline in the house. When it was given to me I felt a hard, tearing cough loosen up. I used Nerviline as a gargle and got ease in my throat in a few hours. Every four hours I had a teaspoonful of Nerviline in hot sweetened water to break up the fever and chills. My chest felt weak and tender after this attack and I was unable to get on my feet. Porous Plaster, which strengthened my chest and prevented a relapse.

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A.—No.

Q.—Is it the government's intention to repair said bridge and if so when?

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"No. 10" contains no dangerous drugs, such as Opium or Morphine, and is perfectly safe even for the most delicate.

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At your dealer's.

Father Morrisey Medicine Co. Ltd. - Chatham, N.B.

MOCTON TRAMWAY BILL DISCUSSED BY THE HOUSE

Mr. Robinson Introduces an Amendment to the Bill—Company Should Not be Permitted to Charge More Than \$40 Per Horse Power—Number of Bills Pass Third Reading

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AGENTS WANTED.

THE SULTAN OF TURKEY

Abdication of Sick Man Expected at Any Hour

Young Turks Choose His Successor—Advance Upon City

Constitutional Army and City's Gates Without Meeting Opposition

Death List at Adana Numbers 400—Murder of Missionaries

MR. ROBINSON INTRODUCES AN AMENDMENT TO THE BILL—COMPANY SHOULD NOT BE PERMITTED TO CHARGE MORE THAN \$40 PER HORSE POWER—NUMBER OF BILLS PASS THIRD READING

FREDERICTON, N. B., April 22.—The House met at three o'clock. The following bills were read a third time and passed:

To authorize the City of Moncton to appoint a water and light commission; to enable the town of Edmundston to issue debentures; to authorize the county of Victoria to effect a temporary loan.

A number of bills were read a second time.

Mr. Slipp presented a report for the corporations committee.

Hon. Mr. Morrisey in reply to Mr. McKewen, said: Is the government aware that the highway bridge at Grand Settlement, in the parish of Simonds, in the county of St. John, is in a dangerous condition and apt to collapse at any moment?

A.—No.

Q.—Is it the government's intention to repair said bridge and if so when?

A.—When they receive the report.

Hon. Mr. Morrisey in reply to Mr. Lowell's inquiry said:

Q.—Is the government aware that the bridge known as New River bridge over New River, in the parish of Charlotte, has been carried away by freshets?

A.—The department is looking into the matter.

Q.—Is it the intention of the government to rebuild the same, and if so when?

A.—At once.

Mr. Upham gave notice of inquiry respecting tenders for Hartland bridge and respecting work done on Kilfoil bridge.

Mr. Byrne gave notice of inquiry if the government had issued letters of incorporation to the company to utilize the power of the Grand Falls of Nepisiguit.

Hon. Mr. Morrisey presented a petition against the bill to authorize the town of Newcastle to issue debentures.

AGRICULTURAL BILL.

Hon. Mr. Landry introduced a bill to amend the act respecting the encouragement of the use of muck mud as fertilizer. He explained that such a general act would be a wise provision in the interests of the public.

He said that it would be fair to now incorporate such a clause in particular bills before the committee and not make it general. The bill was recommended.

The house went into committee, Dr. Sornay in the chair, and agreed to bills to amend act to incorporate the Tobique and Campbellton Railway Co., and to incorporate Corinthian Masonic Lodge.

Mr. Robinson presented petition of James McQueen, W. A. Russell and twenty-four other residents of Shediac, praying that legislation do not pass the house that would prevent the practice of osteopathy by duly qualified osteopaths.

Mr. Robinson presented a similar petition from six hundred residents of the city of Moncton.

The house in committee with Mr. Jones in the chair agreed to a bill to guarantee the bonds of the New Brunswick Cold Storage Company. In reply to a question by Mr. Robinson, Mr. Hazen stated that the title to the property was vested in the crown and it was insured for \$100,000. Two members of the government were appointed directors of the company, and although they had not in the past notified meetings of the directors, he would see that in future they were carried and the company found it could not supply power at \$40 they would be prohibited from supplying it at all. All competition would be eliminated. No such amendment was proposed at either meeting of the corporation committee when the city solicitor was present, and it was not fair to the promoters of the bill to introduce it now. If the company found they could not supply heat and power at a less rate than the city of Moncton was doing the people would be any worse off than they were now, but if

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