

POOR DOCUMENT

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THE SEMI-WEEKLY TELEGRAPH, ST. JOHN, N. B., SATURDAY, FEBRUARY 6, 1904.

THE SEMI-WEEKLY TELEGRAPH.
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Semi-Weekly Telegraph

ST. JOHN, N. B., FEBRUARY 6, 1904.

WHAT ABOUT MR. QUINTON?

The Gazette, which may be regarded as the organ of the provincial government, suggested on Monday evening that Mr. Geo. Robertson might be regarded as the future Surveyor-General. The Telegraph Tuesday observed that Mr. Robertson possessed the ability, if he should be chosen for that office. Later information, however, suggested that there is no reason why the portfolio of Surveyor-General should depart from the county of St. John. Mr. Robertson represents the city. Hon. Mr. Dunn represents the county. It is suggested that Mr. William A. Quinton, who formerly represented St. John county, would be quite willing to represent the county as Surveyor-General, in place of the Hon. A. T. Dunn, who, it is understood, will be made collector of customs at the port of St. John.

It is true that Mr. Quinton now holds a position which is the gift of the provincial government, but if he decides to be a candidate in the coming by-election, that is his own affair. During the period that he is in the legislature Mr. Quinton was regarded by the Liberals of this constituency as a valuable representative. The information that comes to the Telegraph is that Mr. Quinton was willing to abandon his present position and once more represent the Liberal party as their representative in a provincial campaign. It remains to be seen what the leaders of the party will do about it.

A PERPLEXING QUESTION.

At the meeting of the Board of Trade Tuesday afternoon, a brief reference was made to the proposed agreement with the C. P. R. relative to the new berth and the water-lift on the West Side. It was explained that the board had taken no action pending the publication of the proposed agreement, but now that the civic committee have made a public statement, the board will give the subject careful consideration. The only expression of opinion relative to the proposed grant of forty acres to the C. P. R. was to the effect that this proposition must be looked into very carefully. It is evident that there is a good deal of reluctance on the part of merchants to approve of any action that might handicap the port ten or fifteen or twenty years hence.

To persons listening to the addresses in the Board of Trade, there may have come the thought that the views which were being expressed in the principal discussion that occurred were somewhat at variance with the proposed contract with the C. P. R., relative to the construction of steamship berths.

The subject under discussion was municipal ownership of telephones. Various speakers declared that a civic telephone system could be conducted with much more profit to the citizens at large than a company system. It was also affirmed that the city had sustained a great loss when it parted with the street railway franchise. It was further stated that the North End electric light system, which is owned and managed by the city, is conducted at a profit, and gives a cheaper and better light than the city gets from the St. John Railway Company. The whole trend of the argument went to show that a city should not hand over to any company its public utilities.

It is only necessary to apply this principle in another direction, and you have an argument in favor of the city building its own wharves, collecting revenue from them, and keeping them absolutely under city control. Possibly this view of the question did not suggest itself to all who were present, but there was certainly a fair chance to make the application.

Of course the construction of wharves involves a much larger expenditure than the installation of a telephone system, but the cost of a street railway system would be as great as that of several wharves. A question that would arise in connection with the wharves would be whether they would produce sufficient revenue to pay the interest and sinking fund. Therein enters the element of doubt. A street railway is certain to have passengers, and a telephone system to have subscribers, but there must be co-operation of some sort with a railway company or companies before business can be brought to the wharves.

A number of citizens assert their belief that the C. P. R. must increase its trade through this port, and therefore business must come to the wharves, and for that

reason the city would be justified in doing the work of wharf construction itself, trusting to the future to provide the revenue, and maintaining absolute control of the property. But this view is not held by all, and it is very clear that there is to be a good deal of discussion before a decision with reference to those new wharves has been reached.

It would certainly be a remarkable change in the attitude of the city if, after declaring over and over again that the limit of civic expenditure had been reached, it should now be decided to build the proposed new berths at the city's expense. It would render useless all the negotiations with the railway company by the civic committee during the past few months, and would render necessary a new set of arrangements to ensure the co-operation of the company in bringing business to the wharves which built.

Perhaps, after all, the civic committee would have done better to take the citizens into their full confidence at an earlier stage. No doubt a calm discussion of the whole matter will result in a solution of the difficulty, but the friends of the proposed agreement must now give reasons. They assured the people that the agreement when disclosed would prove satisfactory to the public, but apparently it does not satisfy all of the aldermen. The fact that an election campaign is on should not be permitted to withdraw public attention from this most important matter.

HON. ROBERT YOUNG.

The Hon. Robert Young, whose death occurred Wednesday at his home in Carleton Place, had not in recent years taken an active part in public affairs, but twenty or thirty years ago he played a very important part in New Brunswick politics. Indeed he was in active politics down to the time of the abolition of the legislative council. About the time when Hon. A. G. Blair was beginning his remarkably successful career in the legislature of the province, Hon. Robert Young was at the height of his power and influence. He was president of the executive council from 1872 until the defeat of the government by Mr. Blair in 1883. He sat in the legislative council from 1867 until that body voted itself out of existence. He had then been in public life over thirty years. He was first elected to represent Gloucester county in the house of assembly in 1861, and in 1867 was appointed to the legislative council. Being thus for the greater portion of his political career a member of the upper house, he had no part in the stirring debates in the popular chamber, but he could help to formulate the policy over which the battles were waged, and it was well known that his counsel was highly valued by his colleagues. He was a clever debater, diplomatic, and a keen student of men as well as of measures. As president of the executive council for over ten years, he must have had a good deal to do with shaping the provincial legislation of the period. A man of fine presence and engaging manner, he won friends easily, but he could also be an uncompromising opponent. Gloucester county politics in his time experienced some stormy periods, when party feeling ran very high, and was characterized by intense bitterness. But political animosities are not long lived. The news of Mr. Young's death will be a source of regret, alike to his old-time friends and foes. He was a native of Gloucester county, and had attained the age of seventy years.

STILL SPECULATING.

The Toronto World has an interesting story from Ottawa to the effect that William Mackenzie, of Mackenzie & Mann, may return from London with a project for a transcontinental railway to take the place of the Grand Trunk Pacific scheme. The correspondent asserts that the latter company have refused to build the section from Winnipeg to Moncton under the terms of the original contract, and will assume no liability whatever for that portion of the road. After speculating on the question as to what the government will do about it when the house meets, the writer goes on to say that Mackenzie & Mann have a line from Port Arthur to Edmonton, one from Hawkesbury to Garneau Junction, and over the Lake St. John Railway to Quebec; while they have also begun the construction of a line of their own between the last named points. The gaps to be filled would be from Port Arthur to Hawkesbury, and from Quebec to maritime province points. From the Ottawa correspondent thinks there may be interesting developments when Mr. Mackenzie returns from London, and asserts that at the present moment the government does not know the character of the transcontinental railway policy which it will present to parliament.

The article which The Telegraph quoted from the Toronto Globe a few days ago intimated that if the Grand Trunk Pacific Company asked for serious modifications of the agreement it might be necessary for the government to build and own the line. The Globe thought it necessary to throw out this suggestion even after Hon. Mr. Emmerson had stated that the modifications would be slight ones. The fact that there are to be changes, and that the whole subject must be opened up again, has naturally aroused a very deep interest, which will not be abated until a complete statement of the company's new demands and the attitude of the government respecting them has been made public. Of course the Toronto World's sources of information with regard to the government's views or intentions are not likely to be very trustworthy, but the story it tells is an interesting contribution to the mass of

speculations which have resulted from the silence of the government with regard to the modifications asked for by the company.

IMPERIAL DEFENCE.

The British Empire League has adopted resolutions "expressing satisfaction at the step towards imperial military co-operation by the admission of Sir Frederick Borden to the deliberations of the committee on imperial defence, and extending congratulations to the Canadian government upon the inclusion of one of its members on the imperial committee."

Discussing the question of imperial defence, Mr. Asquith said that this step was a great advance toward imperial union. A portion of his address, which the London Times characterized as an admirable and statesmanlike, is thus reported:—"Canada was another England, but interdependent. It was not imagined that a very important result would follow the step, but it afforded a precedent. While the problem of imperial defence was a single, though composite problem, yet each separate colony had its own local requirements, which it had to meet on the spot, and in determining what was the best way to do this, it was of the highest importance to be able to take counsel with the imperial authorities."

BRITISH-GROWN COTTON.

The efforts that are being made to develop the cotton raising industry within the British empire, in order that the manufacturers may not be in any sense dependent on the United States and supply with the empire, as much as possible, the things the empire consumes. There is now a widespread and profound belief among the British cotton spinners that the only salvation of their trade is British-grown cotton. By this it is not meant that British-grown cotton will, at least within any time like the near future, altogether take the place of American-grown cotton. The hope and expectation is that the British product will be supplemental to the supply drawn from the United States. It is argued that the value of their trade is expected to make \$250,000, for the purpose of conducting experimental farms in different regions where cotton culture promises well. The government is in full sympathy with the movement, and will give it all possible aid.

The most important results are hoped for in Africa, by an increase of the Egyptian crop and the development of the industry in the Sudan. The wonderful system of water storage and irrigation recently established on the Nile under British auspices has greatly increased the acreage of cotton cultivation. James Boyle, United States consul at Liverpool, in a recent report to the department of commerce and labor, notes the fact that there are millions of acres of cotton-growing land in the Sudan, and that when the projected railways are completed a large area will at once be put under cultivation. The qualities which can be grown are similar to Egyptian, and even of a better fibre, it is claimed. He says that "fair quality of cotton from the Sudan is expected at Liverpool and Manchester this season."

The first consignment of Sudanese cotton recently arrived at Cairo from Khartoum and was declared to be superior in mercantile qualities and in strength to the best Egyptian.

THE GROWING WEST.

A movement was inaugurated in St. Paul last week that is likely to have an important influence upon the settlement of large sections of the northwest. A party of leading citizens of Manitoba met at St. Paul men from Minnesota, Wisconsin, Iowa, the Dakotas and Illinois, and the result was the formation of the Western Canadian Immigration Association. A despatch from Winnipeg says:—"The Association, the Winnipeg delegates point out, cannot fail to be a powerful influence for the continuation of the movement of settlers to Western Canada. The work of the association will be directed by the ablest and most prominent United States land men engaged in the colonization of the west, together with shrewd business men from Winnipeg. The enthusiasm of the American land men regarding the future of Western Canada as a field for settlement or investment was

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THIN PEOPLE

want to get fat and fat people want to get thin—human nature. If you are fat don't take Scott's Emulsion. It will make you gain flesh. If you are thin Scott's Emulsion is just what you need. It is one of the greatest flesh producers known. Not temporary gains but healthy, solid flesh that will fill out the body where it is needed. There's nothing better than Scott's Emulsion for weakness and wasting.

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an inspiration to the Canadian delegates." Another despatch states that Toronto men have just secured forty thousand acres of ranch land west of Yorkton, on the Canadian Northern, and will stock it with Ontario cattle. Two firms of American ranchers have lately settled in Alberta, and taken in six thousand head of Mexican cattle. The western boom, therefore, continues.

OUR WESTERN BRETHREN.

An article which The Telegraph reproduces today from the Public Ledger of Vancouver, shows that 500 to 1,000 natives of the Maritime Provinces now living on the Pacific coast may visit the city on the occasion of the Champlain tercentenary next June. A great deal of interest appears to have been aroused, and it would really be a wonderful thing if such an excursion as that proposed could be successfully carried out. No doubt also there are hundreds of provincials in Washington, Oregon and California, who would be glad to take advantage of such an excursion.

It appears, however, that there is some difficulty in arranging with the railway for a sufficiently low rate. The people from the coast would like to get excursion tickets good for three months, so that they could spend some time with old friends here. It is to be hoped, whatever the American railways may do, that the Canadian Pacific will be patriotic enough to take such action as will insure the Maritime Province people next summer. There are other considerations besides the mere price of a ticket, and to have so many people come to the East and tell of the wonders of the West, ought to be, from the railway standpoint, a good business proposition.

NORTH RENFREW.

A supporter of the Ross government in Ontario has raised a question with regard to North Renfrew that is more likely to embarrass the government than the opposition. He declared in the house last week that there had been no election in North Renfrew, and no member legally returned. This is the constituency where the Conservative candidate, Mr. Danlop, secured such an overwhelming majority. Mr. Cameron, M. P. P., who has raised the point stated, went on to say that a member was not elected until he had taken the oath in the house. No member, therefore, had been elected for North Renfrew in May, 1902, since Mr. Munro had died before the house met. There was no provision in the statute governing such a case, and what the house should do was to have declared void the election held in May. Mr. Cameron therefore argued that Mr. Danlop was sitting in the house without any right to do so.

Even if this contention were correct, the fault would not be with the opposition, but with the government. If the procedure was illegal it was taken at their instance. North Renfrew was left without a representative for a long time, and when the election was held the opposition carried it with a sweep. They would gain rather than lose, if any further trouble arose in the direction suggested by Mr. Cameron. There will probably not be any desire on the part of Premier Ross to raise any nice legal points at this stage.

ABOUT THE TELEGRAPH.

A valued subscriber, in a letter to the editor, criticizes adversely, though not unkindly, the present political attitude of The Telegraph. He longs for the clarion cry to battle in these stirring times, even as it was sounded in the days before the government brought down the Grand Trunk Pacific bill. He has been a subscriber for thirty years, and has missed of late the mental stimulus which the pronounced party man receives when an opponent is flayed by his favorite newspaper.

The Telegraph regrets that a friend of so many years should feel a sense of loss, just as it regretted, in connection with so many others, the cause which led it to pursue an independent course. So far as its news columns are concerned, however, our correspondent will find in them a fair and accurate report of the political discussions of the hour; and he will be glad to know that in the present St. John campaign the Liberal speakers have no fault to find with the reports of their addresses.

It is one of the chief functions of a good newspaper to give a fair and full statement of current news, and those papers, which misrepresent the facts, even in the heat of a political campaign, are a warning influence. It is the desire of this paper to do justice to all parties, and to produce, as it is doing, the best newspaper in the Maritime Provinces.

CABINET CHANGES.

Charles S. Hyman, M. P. for London (Ont.), has been made a member of the federal cabinet, without portfolio. There was already one member without portfolio, Hon. Wm. Templeman, of British Columbia. This makes sixteen members in the cabinet, and there is also a solicitor-general.

Mr. Hyman is a manufacturer, and his advice will no doubt be considered of value in connection with the discussion of tariff changes. He has been an active member of the house for the past four years, and is chairman of the select standing committee on railways, canals and telegraph lines.

Quebec is now represented in the government by Sir Wilfrid Laurier and Hon. Messrs. Prefontaine, Fisher, Fitzpatrick, Brodeur and Lemieux. Ontario by Sir Richard Cartwright, Sir William Mulock,

and Messrs. Scott, Sutherland, Paterson and Hyman; Nova Scotia, by Hon. Messrs. Fielding and Borden; New Brunswick, Hon. Mr. Emmerson; Manitoba, Hon. Mr. Sifton; British Columbia, Hon. Mr. Templeman (without portfolio).

Since the last session of parliament Hon. Messrs. Bernier and Carroll resigned and were succeeded by Hon. Messrs. Brodeur and Lemieux. The other two new members of the government, to meet the next house in that capacity, are Hon. Messrs. Broussard and Hyman.

The Telegraph's despatches today show that an important change has been made in the marine and fisheries department, placing under Mr. Prefontaine's control much that was formerly controlled by the department of public works. Ontario gets a new minister, and Quebec gets an enlarged spending department. The west will no doubt soon be clamoring loudly for more representation in the government.

THE ALIEN PERIL.

The United States Senate Committee on Immigration is considering the question of better regulations with regard to immigration, in order that the vicious class may not be permitted to leave Europe. The suggestion is that an immigration inspector and a surgeon be stationed at each of the leading ports of embarkation in Europe. The proposition is that before the emigrant leaves for America he must be examined as to his physical condition, and furnish also a certificate of character.

A gentleman who has given a great deal of study to the immigration problem puts the case thus:—"The United States, in requiring such a certificate, would be demanding no more from emigrants to its shores than the European countries that compel American citizens who do not reside in hotels to furnish passports. Criminals, and otherwise immoral persons, would find it impossible on account of the registry system to provide a clean bill of moral health."

The speaker called attention to the fact that five years ago trachoma, a contagious disease of the eyes, was practically unknown in the United States, but now owing to the importation of this loathsome affliction brought by immigrants, there are 25,000 cases of trachoma in the Borough of Manhattan and 16,000 cases in Brooklyn. According to his statement there are 50,000 fraudulent citizenship papers in the vicinity of New York issued by persons who have been in the United States anywhere from six months to five years. The promiscuous immigration has imposed a charge of \$2,500 a day upon the city of New York in supporting aliens who are public charges in one form or another.

THE EXHIBITION

It is to be hoped the provincial government will favorably consider the application of the Exhibition Association for a grant, without which it will be impossible to hold an exhibition next fall. The city has already agreed to give a grant of \$3,000, and a guarantee of \$2,000. The city will also be called upon to spend a very considerable sum of money in the repair of the buildings. As no exhibition was held last year it is felt that the application for a grant this year is a fair and reasonable one. It is not necessary to discuss at length the question of the general value of these exhibitions. The benefits are not confined to the city, but are shared by the province at large. Of course it is important that an early answer should be given, in order that the association may at once proceed with the work of preparation.

NOTE AND COMMENT.

The board of trade joins with the city council in the movement for cheaper telephones. The citizens await the result.

A London cable indicates that the Chamberlain programme is growing in favor with the government, and is likely to receive a strong impetus from that source.

Captain Bernier says he hopes to start before long for the north pole. The captain should exercise patience. Judging from the weather this winter the north pole is moving in this direction.

In Quebec province there is difficulty in obtaining teachers for the schools in English-speaking districts. One of the reasons given for this state of affairs is the low scale of salaries.

The inefficiency of the Sand Point fire alarm service was abundantly illustrated yesterday. The aldermen will find food for thought in the story told on another page of this issue.

There may not be any war in the east, but Russia and Japan continue their warlike preparations with as much vigor as if they doubted whether the enterprising press correspondents would be able to keep them apart much longer.

If Earl Roberts is made inspector-general under the British army reorganization scheme, the appointment will be universally commended. If there is any man who ought to know the work of an army, that man is Earl Roberts.

Happily these provinces seldom have to lament a very serious railway accident. That of yesterday is greatly to be deplored. It does not appear, however, that the slightest blame attaches to anyone connected with the unfortunate event.

The local political campaign has not as yet developed any exciting features. The work of ward organization is progressing and a lively interest is gradually being aroused. The public meetings to be held tomorrow evening will no doubt have a

LIBERAL CONVENTION!

THE NEW BRUNSWICK LIBERAL ASSOCIATION

WILL MEET IN CONVENTION ON

THURSDAY, - - FEBRUARY 11TH INSTANT

Executive Sessions in BERRYMAN'S HALL at 10 a.m. and 2.30 p.m.

Public Meeting in the ST. JOHN OPERA HOUSE at 8 p.m.

ALL LIBERALS INVITED TO ATTEND AS DELEGATES

Hon. H. R. Emmerson, Minister of Railways and Canals, will be in attendance at the Convention, and with other speakers will address the Public Meeting in the evening.

Standard Convention Certificates will be issued by all Railways in the Province on payment of one fare rate. Certificates to be used for return trip when signed by C. J. MILLIGAN, Secretary. Tickets good going 10th and 11th, good for return up to midnight on the 11th inst.

By Order, SENATOR G. G. KING President. C. J. MILLIGAN, Secretary.

St. John, N. B., Feb. 6, 1904.

Making Suits to Measure, \$12

We will take orders for a limited time from a fine assortment of very desirable cloths and make

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You leave the order now. We make them up during the dull season. You can take delivery any time before May 1st. A good chance to get a spring suit.

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are steel-centered, self-sharpening calks which can be easily inserted or removed from the shoe on the horse's hoof and keep him "always ready" and safe from falls in slippery weather. They save your horses and save your money. If you're not using them, give them a trial this fall and winter. Your shoe will sell you a set or we will send you a descriptive pamphlet on application.

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And good ones at that, are obtained by using the B. B. BODY CO'S

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If that is what you look for in a match ask any grocer for a 5 cent box.

stimulating influence. St. John has a goodly number of clever political speakers to whom it is a pleasure to listen. Thus far the Liberals are more active, and there is more interest shown by the rank and file at their ward meetings than at those of the opposition party.

The statement is made that the civic lighting plant in the north end is conducted at a profit to the city. Some folks say that one reason for this is that the plant merely alternates with the moon. Of course the moon makes no charge, even if it has to do the work half the time.

The annual reports submitted to the Horticultural Association show that much valuable work was done in Rockwood Park last year. The statement made by Mr. Joseph Allison will no doubt prove satisfactory to the aldermen, and overcome any objection there may have been to the usual civic grant to the association.

The question of child labor has been raised by labor unions in St. John, and for that reason similar action elsewhere is of interest. In the legislative committee of the Manitoba house recently the factories act was amended, so that the age of child-labor is fixed at fourteen for boys and fifteen for girls; a week's work is to consist of 54 hours, and in case of overtime a maximum day's work may be 12 1/2 hours, instead of 10, and 7 1/2 hours a week, instead of 60.

The Toronto Employers' Association has agreed on articles of apprenticeship, and in future the association members will, in as many instances as possible, bind their apprentices for a term of years. The articles will touch thirty branches of trade in Canada. The terms for which the apprentice is bound will not exceed five years, and may be less, at the option of the firm that is binding. The binding will be done, as in England, by the parent of the apprentice.

Says the Montreal Gazette: "The appalling news comes from Washington that Miss Alice Roosevelt and the Countess Cassini, the wife of the Russian ambassador,

don't have a falling out, the latter, it is alleged, having snubbed the former. With this difficulty on its hands Russia can hardly spare the time just at present to attend to Japan."

Replying to the inquiry of the Toronto News relative to the question of tariff revision, Senator Deor said: "Revising the tariff the coming session is a matter of expediency for the government. I oppose prohibitory duties that exclude from the markets of the world, restrict trade, advance prices, such as 'union label' legislation."

The Liverpool correspondent of the Times has this to say of the deal market:—

There is no alteration in the spruce market, which still keeps upon a firm basis, and though the stocks appeared ample on paper at the end of last month, they have been denuded of their proportions to an extent quite as much as the ordinary man could expect. The small quantities coming forward by the liners from St. John (N. B.) and Halifax (N. S.), are sold readily on arrival, prices varying only slightly, according to specification. We understand that shippers abroad are looking for an advance of at least 10s. per standard for the new cuttings. Probably the manufacturers are basing their ideas upon the fact that they require an advance to recoup themselves for the losses they have incurred through so many logs being hung up last season. Whether they will succeed in getting more money remains yet to be seen.

The following paragraph from a western exchange is right to the point: "We are on the eve of great changes, far surpassing in importance the fortunes of the two political parties. Some kind of settlement for the west cannot be long delayed. Even the increased representation in the next parliament will soon fall short of what is required by the increasing population. That population with its mingling of Canadian, American, British and foreign elements, will be different from any of the eastern communities; new problems will arise, and will tax to the utmost the patriotism of the people and the statesmanship of our public men. The rivalry of our parties should be an honorable rivalry in thinking out solutions for these great questions."