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Semi-Weekly Telegraph and The News

ST. JOHN, N. B., JUNE 17, 1914.

DR. PUGSLEY AND THE GRAND TRUNK PACIFIC.

The Telegraph is publishing in this issue a speech by Hon. Dr. Pugsley bringing out many striking facts concerning the Grand Trunk Pacific and the Transcontinental in which this city and this province have a most direct interest. The future of this port and this part of the country, will be influenced largely by the Grand Trunk Pacific, and delay in arranging for the handling of their traffic here, and in making a direct and satisfactory connection with St. John, are postponing indefinitely business which St. John and New Brunswick should already be enjoying, and endangering our future position as well.

Hon. Mr. Pugsley, in discussing these matters in the House of Commons on June 8, made a very able and forceful presentation of the whole case, in support of his motion of censure against the government for its course in seeking to defeat or delay "the accomplishment of the great national objects for which the Transcontinental railway was undertaken." Hon. Mr. Pugsley charged that the government, since it came into power, had been responsible for an apparently systematic and determined effort to discourage or postpone the great benefits sought by the Transcontinental project, which was originally undertaken for the purposes "of carrying traffic at a low cost between the East and the West, and to insure to the utmost extent possible the transportation of Canadian products and merchandise through Canadian channels and Canadian seaports both in Summer and in Winter." Dr. Pugsley set forth that the government had reduced the standard of construction, and by so doing without the consent of the Grand Trunk Pacific Railway Company had thus given the company a reason for refusing or delaying the operation of the eastern division, and for carrying the traffic to United States winter ports. He charged, further, that the government had delayed the construction of terminal accommodations at Quebec and at Maritime Province ports, and had neglected the making of essential connections therewith to be used by the Grand Trunk Pacific Railway Company. He pointed out that though the Grand Trunk Pacific was by statute called upon to operate sections of the Transcontinental railway already completed, this had not been done.

With reference to the degrading of the road, Dr. Pugsley quoted a letter from Mr. Chamberlin to Major Leonard, Chairman of the Transcontinental Commission, in which Mr. Chamberlin said that the standard of the work on the Transcontinental between Lake Superior Junction and Cochrane had been departed from, and that instead of a four-tenths grade and permanent structures the commission had authorized grades up to one per cent. and the erection of temporary wooden structures. Mr. Chamberlin protested against this as a violation of the contract between the railway and the government. "I think," said Dr. Pugsley, "that nobody will question the fact that this was a most dangerous and unjustifiable proceeding on the part of the government, because the result is that if the road is constructed to a standard to which the Grand Trunk Pacific has not agreed, if the agreement of July, 1903, is departed from by the government, it places the Grand Trunk Pacific in the position of insisting upon terms upon which they will give consent to take over the operations of the road so altered and so degraded in its character."

Coming to the Quebec terminals, Dr. Pugsley showed that although plans were prepared three or four years ago, yet the work has scarcely been begun. The result is that when the Grand Trunk Pacific is completed this fall there will be no terminal provisions at Quebec, no suitable wharves close to the railway, no grain elevator, no work shops, no yard room, practically nothing whatever provided.

Hon. Mr. Pugsley then took up the case of St. John. It never was expected when the Transcontinental was planned that its terminus for through business would be in Moncton. That city, although an important railway centre was, so far as the Transcontinental is concerned, only a point of junction with the Intercolonial by which the Transcontinental would be connected with the other cities of the Maritime Provinces. It was anticipated that connection would be made with St. John, not only by the Intercolonial but by a shorter route, and in 1910, the Grand Trunk Pacific, through the late Mr. Hays, selected St. John as one of the termini of their system, and after inspecting this port they had surveys made and elaborate plans prepared for their terminals here, showing their yard room, the location of the round house, station and grain elevator, and the other facilities in connection with the terminals of a great transcontinental system. They purchased forty acres of land at the head of the new harbor at Courtenay Bay, and it was their intention to proceed as soon as possible with the development of the property.

That was in 1910, as Dr. Pugsley said, and yet up to to-day no work of any kind or description has been done by the company here. Dr. Pugsley reminded the House of Commons that before the development of Courtenay Bay was begun, he, as Minister of Public Works, conferred with Mr. Hays and Mr. Biggar, solicitor of the Grand Trunk Pacific, and came to an arrangement whereby the Grand Trunk Pacific agreed that the first two piers to be constructed in Courtenay Bay should be leased by the Grand Trunk Pacific upon a rental basis, just as is being done with the Transcontinental railway. These piers were thus to be part of the Transcontinental system. A draft of this agreement was prepared by the solicitor of the Grand Trunk Pacific, and when the Laurier government went out of power that agreement was left on fyle in the office of the Minister of Public Works, where it is to be found to-day. This agreement provided for the use of the wharves by other railway companies, the rentals to be divided by the companies using them. Three years have passed since this government came into power, and as Dr. Pugsley went on to say, nothing has been done toward providing facilities at St. John for the new railway; no start has been made for yard room, for the construction of a station, or roundhouse, or of a grain elevator or anything of the kind. The last thing the people of St. John heard of this subject was the statement of the Minister of Public Works, Hon. Mr. Rogers, that the government did not approve of railway companies having control of wharves; he believed that the government should build the terminals and give all railway companies access to them.

Having thus shown the waste of time and the delay under the present government, Mr. Pugsley pointed out that the Grand Trunk Pacific Company, its first plans having been set aside, was in a position of uncertainty and impotence. The government's policy being what it is, the Grand Trunk Pacific naturally cannot proceed with its own plans; and the government has not proceeded with its plans; so nothing has been done. It is the duty of the government, Dr. Pugsley said, and it has been their duty for the past three years, to take hold of the land which the Grand Trunk Pacific acquired at Courtenay Bay for the construction of their terminals, and push along the necessary construction.

By reason of the inexcusable delay it is now seen that although the Grand Trunk Pacific will be open for through traffic in a month or two, the requisite terminals at St. John, even if the government now sets about them, will be two or three years behind time; and this loss can never be made up. The people of the whole country, and particularly the people of St. John and New Brunswick, have suffered, and will suffer, through this neglect.

Lacking proper terminal facilities for its winter traffic in the Maritime Provinces, Dr. Pugsley pointed out, the Grand Trunk Pacific would naturally carry its traffic to Portland, Maine, where it has ample facilities. The government's action in neglecting this problem for three years will furnish the strongest excuse for the diversion of the traffic from St. John and Halifax to Portland. In this way also the government has been defeating one of the principal objects in the construction of the new railway, which was to keep Canadian trade in Canadian channels.

The old government had arranged to have the Grand Trunk Pacific operate the New Brunswick section of the Transcontinental, and any other completed sections, as soon as they were finished, putting on their own rolling stock, and giving an efficient service. Under the present government that arrangement fell through, and the road has been practically idle except for a partial service put on by the Intercolonial between Moncton and Edmundston. If the plan agreed upon by the late Mr. Hays and Dr. Pugsley had been carried out, not only would there have been a good service on the New Brunswick section at the present time, but local traffic would have been developed, so that when the Grand Trunk Pacific took over the railway it would find considerable local business ready in addition to its through traffic. As the matter stands now the Transcontinental railway east of Quebec is not even shown on the folders of the Grand Trunk Pacific.

Dr. Pugsley also dealt with the action of the New Brunswick government, agreed to by the Federal government, in degrading the Valley railway from Grand Falls to St. John. The Liberal policy was to build this a road up to the general standard of the Transcontinental, so that heavy through traffic coming over the Transcontinental could be carried down the Valley railway from Grand Falls to St. John. As the Valley railway from Fredericton to Grand Falls (if is is ever built above Andover) will be a road of heavy grades, sharp curves and light construction, it is out of the question for Transcontinental traffic and so cannot be considered as an avenue to St. John for the Transcontinental and the Grand Trunk Pacific. From Fredericton to Andover or Grand Falls it will be merely a local road. Therefore, in order to give the Grand Trunk Pacific a proper connection with St. John, it will be necessary to construct a line from Napadogan to Fredericton, a distance of about fifty miles, and this will cost a very large additional sum of money. In closing Dr. Pugsley said:

"I appeal to members of the government, I appeal to my hon. friend the Minister of Marine and Fisheries as especially representing his province in the cabinet, as to whether there has not been a long and inexcusable delay in taking up this matter in connection with the Grand Trunk Pacific with the ports of the Maritime Provinces, at all events in so far as the province of New Brunswick is concerned. I appeal to him and to his colleagues to endeavor to make up by quick action for the long delay which has taken place. If the feeble efforts which I have made in bringing the matter to the attention of the house and of the government will have any effect at all in awakening those gentlemen who sit on the treasury benches to a sense of the duty which they owe to the people of Canada in endeavoring to make this Transcontinental railway what it was designed to be, namely, a great instrument of developing Canada and of carrying Canadian traffic through Canadian channels, then I shall feel that my efforts humble and feeble though they may be, have not been entirely in vain."

In his very thorough and able speech Hon. Mr. Pugsley demonstrated very clearly the loss, delay, and uncertainty resulting from the action of the Borden government in departing from or neglecting entirely the plans made by their predecessors for the construction of transportation facilities designed to give the winter freight of the country a Maritime outlet through the Grand Trunk Pacific, the Transcontinental and Maritime Province ports. The facts he sets forth are beyond reply. It is an unfortunate condition, and the government of the day cannot put forward any adequate excuse or explanation of its neglect, to give its course no stronger description. An unprejudiced House would have given the vote of censure a very large majority. The people will have an opportunity of dealing with the matter later on. Their censure will be heavy.

THE DUGAL COMMISSION.

It is highly important, from the standpoint of the public interest, that all of the witnesses subpoenaed to testify before the Royal Commission appointed to investigate the Dugal charges shall be in attendance. It is probable that some of the witnesses whose testimony will be essential are not residents of this province, but as they have important business relations with the province, either as holders of Crown timber leases or as contractors or sub-contractors in connection with the Valley Railway, they probably will recognize the necessity for appearing to give their evidence. The commission's whole purpose is to bring out all of the truth, and this production will be good for the province and for our public life, and should not be harmful to the interests of any men having proper business relations with New Brunswick through any of its public departments.

Witnesses who reside beyond the jurisdiction of this Royal Commission who might be moved to absent themselves in order to avoid notoriety or personal inconvenience will be likely to ask themselves what effect upon public opinion would result from their course in ignoring the summons of a tribunal charged with public business of such gravity as that now in hand. Holders of Crown land limits or railway contracts have the future to consider, and if only selfish motives influenced them they could scarcely avoid the conclusion that it would be the part of wisdom to come forward willingly and tell a plain story in furtherance of an inquiry intended to bring out all of the relevant facts in connection with the Dugal charges, both in regard to the Crown lands and the Valley Railway.

It must be supposed in the premises that all of the requisite witnesses will not hesitate to respond to the summons of the commission. Should there be any exceptions a most unfortunate public impression in regard to such exceptions would clearly be unavoidable. As to what course the commission would take under such circumstances, it is not our province to speculate; but it must be kept in mind that men who may have to do business with one of our provincial departments or another during the coming months or years should think it well to maintain a record for frankness and straightforward dealing at a time like this. Any other course would be likely to result in forfeiting public confidence, and that might lead to undesirable complications.

The purpose of the commission is, as has been said, to bring out the whole truth in connection with the recorded charges, and it must be hoped that every witness will give all the assistance in his power toward that good end.

THE RAILROADS.

The Great Eastern Railway of England has imported a railway manager from the United States, and while he has not been the failure that the "loaned manipulator" of the I. C. R. has been, he has been more discussed. The reason for the notoriety of the manager in England is that Lord Claud Hamilton has been thinking aloud and in a moment of abstraction gave the reason for the importation. "He was," he said, "compelled to go to America to find a man competent to fill the position, because of the dearth of young and capable men in the English railway world." The appointment of itself would not have created more than a passing ripple of discussion, but the reason given for the appointment has aroused a tremendous agitation among railway men and others, and has given the case international importance.

The importance of the transportation problem to this whole continent has naturally given to the study of railroad problems the first place. The great distance to be traversed, the transportation questions to be solved, the engineering and business problems of the industry produced a race of men who bored with a large auger. The conditions required men of the highest order of constructive managing ability. Scientific men and scholars joined with others whose lives were devoted to practical affairs, in a development of the science and the art of railroading. It is more than twenty years since President Hadley of Yale wrote the book which is still a standard on the subject to which Hill and Harriman and Van Horne gave their lives. The very life of the country has been bound up in the railroads. They had power to bind and to loose; they destroyed one town and set up another; they spent enormous sums to reduce grades and secure heavier rolling stock. One railroad alone has spent over $100,000,000 in constructing its New York terminals and tunnels. Managerial ability was found to be of pre-eminent importance in bringing out earnings. There were some who tried to manage them from Wall Street, but these sharks of railway operation bore no more relation to scientific management than the highwayman does to the honest farmer. Ever since the passing of the prairie schooner, the railway has been a leading subject of conversation by all classes, until today many American colleges give courses on concrete subjects connected with railroading, and knowledge of the subject has been classified and made exact. In the United States and still more in Canada, the railroad has been a leading fact in the life of the people.

When the United States was conquering the land Britain was ruling the sea. Her navy was dominating the ocean and her ships were carrying all but a small fraction of the ocean's commerce. Transportation over land was not of the same importance to her. A railroad manager might be a gentleman of leisure, who gave incidental attention to the subject of transportation. The same opportunity was not given to time saving inventions, nor the same incentive offered to improvements as on this continent. The science of railroading is still struggling for recognition in the colleges of the Old Land. Gentlemen of title and high standing had been in the habit of securing managerial appointments that here would call for the best training and scientific skill. Opportunity was not given to men of talent and ambition, and men of this type sought expression in other departments of activity, of which they found many in Britain.

Of the lack of theoretic attention to the subject in Great Britain, a contributor to the Nation says:

"How much serious attention has been given to the study in our colleges? Though a start has been made in London, Manchester, and a few other local universities, it may safely be asserted that not one per cent. of opportunities for study is offered to the British railway officials or students that is obtainable in America. And where there is no theory, practice always suffers. A striking example of this is afforded in the laggard condition of our railway accountancy, which even now successfully evades the troublesome but necessary task of working out its cost upon a basis of ton-miles. Added to such intellectual stagnation, the notorious fact that the departmental system in most of our railroads precludes the possibility of an official gaining the all-round experience required for general-management, probably affords a justification of the wisdom of the Great Northern directors in choosing an American manager."

THE ELECTIONS.

As a general Federal election must come before very long it is natural enough to see it predicted for the coming autumn. Ordinarily speaking we must now be reasonably close to the elections, yet they may be eighteen months away. It is by no means probable that the Borden government would go to the country this fall if it were not afraid that the country will be feeling the pinch of depressed business more in 1915 than in 1914. An election this year would mean that Mr. Borden expects things will be even worse next year than they are now. Soon he will be hearing from Ontario and Manitoba. The result of the provincial elections in those provinces where his party is now numerically strong in the Legislatures may give him the information necessary to a decision. Some of his advisers undoubtedly favor an early appeal to the country; but there are many awkward issues which other Conservative advisers believe require time to deal with before Mr. Borden may fairly feel ready for the plunge. Meantime the public revenue is shrinking rapidly, and there is much reason to think the shrinkage will continue. This comes at the end of a session which has been marked by prodigal expenditure, much of which has been brought into the public eye by prolonged and keen debate in the House of Commons. Mr. Borden would like to give the public time to forget many issues, or many unpleasant aspects of those issues—but is it safe to wait? Ontario and Manitoba may help to supply an answer.

Ontario, of course, has a strongly Conservative Legislature. The House, after the last provincial election, was composed of 83 Conservatives, 22 Liberals and one Labor member. The by-elections and the expulsion of Mr. Evanturel reduced the Liberals to nineteen, the House at dissolution being made up of 85 Conservatives, nineteen Liberals, one Labor man and Mr. Evanturel. Redistribution provides five additional seats, and of these new ones the government is said to feel sure. One newspaper friendly to Premier Whitney expresses the opinion that the Liberals will gain about thirteen seats. The Liberals, of course, hope to gain many more. The elections come on June 29. The support of the Borden government will be given to Sir James Whitney in full measure—horse, foot, and guns. The whole country will examine the result with interest. It is improbable that Ontario will give Mr. Borden much comfort. Any losses there would indicate greater losses there and elsewhere in a Federal battle.

RELIGION IN SOCIAL QUESTIONS.

The growing temperance sentiment found two striking illustrations last week. The Presbyterian General Assembly at Woodstock declared almost unanimously in favor of "Abolishing the Bar," which is Mr. Rowell's policy in the present election campaign in that Province. At the same time the General Assembly of the Presbyterian Church in the United States (North) was calling, with almost similar unanimity, upon its members to give up their connection with clubs where liquor is or may be supplied. It proceeded in the spirit of the ancient warning, "Come out from among them and be ye separated and touch not the unclean thing."

Many strong temperance workers will disagree as to the methods proposed to bring about a desired reform, and the walls of this modern Jericho will not fall before the sound of these trumpets, but the fact that they are sounded from one side of the continent to the other is full of meaning. Long ago Mazzini wrote: "Every political question is becoming a social question, and every social question is fast becoming a religious question." The speed with which these changes are being brought about has been greatly accelerated since his day. It is becoming more and more difficult to divide life into compartments, and the boundary between economic and religious questions is becoming completely obliterated. Under the old political economy man was considered simply as a money-making animal; "economic man," was the term most often heard. Today political economy considers man in his full round nature. It is becoming less of a pure science and far more of a practical art.

The same transformation has been happening in the churches. In every age the churches have found it easier to preserve their creeds than their humanity; their theology than their sympathetic and glowing fellowships. They followed the line of least resistance, until the waste and folly of that attitude was fully demonstrated. Through the centuries in which the leaven of Christianity has been working in society, wealth has enormously increased, but social questions have appeared no nearer a solution. The poor have been always present and the victims of an unfortunate appetite ever in evidence. The church has always endeavored with more or less wisdom to do them good. In many cases charity has been the hypocrite's price of heaven, and a deadener of conscience. Never as it is now was philantrophy so criticized for giving to the poor only what it has first taken from the poor, bestowing on universities, libraries and charities only what it has first taken by avarice and perhaps by fraud. This has gone on until the danger was that men would lose a belief in the greatness of the issues of existence which are hidden under its littleness, and in the worth and dignity of every life in spite of the squalor and meanness of its surroundings.

One runs little risk of being a false prophet in predicting that we are at the beginning of a renaissance of the literature of religion and of social service. Hard-headed men have had their day in religion and in business. Soft-hearted men are just as normal as hard-headed ones, and experience is demonstrating that the hard heart implies the soft head, that is, a head which does not understand its day and cannot successfully manage its own affairs. We are far enough yet from placing sufficient emphasis upon the moral element in social and economic questions, and just as far from realizing that it is only through a glowing humanity in individuals that any reform worth while can be accomplished. But the growing realization of the religious element in all questions is an indication of the emergence of the truth that the people of a nation prosper or fall together; that the unnecessary destruction of one or of a few adversely affects the whole body, and that wealth is well-living for all in the largest meaning of the term.

THE EYE OF THE EAGLE.

Here is a striking paragraph on the uses of airships in war from an article by James B. Conley, in Collier's Weekly.

"The great value to the fleet of the Aviation Corps to-day? Scouting. You can stand on the deck of a ship now and, by fixing your glasses on an aeroplane from its first rise, keep it in sight for eight or ten miles on a clear day; by trying to sight it intermittently you will probably lose it in half that distance. An aeroplane, from a height of ten thousand feet, can see a fleet of battleships fifty miles away, and the battleships can no more see her than they can a speck on the sun. An aeroplane can keep a fleet of battleships in sight all day, and then, even if she loses them at night, can begin her wide circling in the morning and soon pick them up again, no matter to what course the ships change in the night. How are the battleships ever to beat that game? We do not have to keep track of the forlorn little Mexican navy with our aeroplanes, but suppose it should be some other navy?"

The questions asked by Mr. Conley are being discussed by military experts the world over. Old theories are much shaken. The test of a great war alone probably can settle many of the problems now engaging army and navy experts. Admiral Sir Percy Scott recently published a letter in Great Britain gravely questioning the value of Dreadnoughts, and contending that the submarine and the airships would play the greater parts in any war of the future. Progress in submarine vessels, including a noteworthy increase in their speed, armament, and radius of action, have begun to render doubtful the value of the greater ships. Just as the torpedo boat destroyer was built to offset the torpedo boat, and the fast cruiser to offset the destroyer, so there must develop a more formidable type of submarine to grapple with the present type, while in the upper air the triumph of the aeroplane must be met by construction of a larger and swifter bird of war. After the hawk must come the eagle. The science of war must go on developing. It is a fascinating and at present a necessary study, but the world will hope that any test of the new machinery will be long deferred or wholly avoided. The misery of civilization in time of peace is sufficient to challenge the attention of the world's intelligence, and the time must come when the wisdom and the energy now devoted to preparation for war will be turned to nobler purposes.

THE SESSION CLOSES.

The close of the session at Ottawa finds the Liberals of Canada in good cheer. Sir Wilfrid Laurier and his followers have made an excellent record during the last few months in the House of Commons and in the Senate, and it is felt that the party has risen steadily in the esteem of the country because of the public-spirited character of its work, because of its staunch efforts to serve the whole people and to prevent class legislation, and because of the increasing evidence that the Borden government is an agent of selfish interests and has not hesitated to exploit the people and the treasury at their bidding.

The country has begun to talk about an election in the autumn. Could the government choose freely there would be no election then, but the government is torn between the fear of going to the country while times are bad and public opinion is hostile, and the fear of waiting longer and faring worse. This government has done little to prepare the country during the present session for a verdict favorable to the ministry. The "emergency" and the high patriotic fervor which assisted the government into power have been forgotten of late. Mr. Borden's naval policy is still indefinite and undeclared. His "emergency" policy is dead. Working back from his emergency policy to his famous Halifax platform, the observer will note that the main policies and the declared purposes of the administration have been either forgotten or defeated.

"Make believe" has been a poor friend of the ministry. At a time when the whole country was talking about the high cost of living it was universally recognized that the best the government could do to temper the wind in the matter of prices was to revise the tariff downward in a sensible manner such as would encourage competitive prices in the home market and give all classes some approach to a square deal in the matter of buying and selling. But the interests had forbidden Mr. Borden to make any real revision of the tariff, and so Mr. Borden and Mr. Foster attempted to befool the public by referring the high cost of living to a commission. That commission has made little noise since its appointment, has taken most of its evidence in private, and has avoided giving opportunity for straightforward testimony from representatives of the great mass of consumers. The House of Commons is the proper commission to deal with the cost of living in Canada. Thus far there is no indication that Mr. Borden's commission will present useful and effective evidence to Parliament such as can result in the proper tariff changes before Mr. Borden goes to the country. To all intents and purposes Mr. Borden has sidetracked the issue for a time, and the public knows it.

The governments' record in connection with the Canadian Northern has created a most unfortunate impression in every province. Its record in connection with the National Transcontinental is little better. In fact in the eastern section of Canada this matter of the Transcontinental is bound to be one of the fighting issues henceforward, and the public will recognize that had the Liberal policies in connection with the Transcontinental been carried out along the lines designed, the country would have been saved much loss, expense and delay which will now be unavoidable. In the matter of the Farmers' Bank, the ministry in an attempt to save some of its supporters deliberately undertook a most objectionable raid upon the treasury, which the Senate properly prevented. At this time Mr. Borden has not made up his mind whether the elections are to come this year or next. He is waiting to hear from Ontario and Manitoba, and their verdict may not be reassuring. In the interval the public revenue is declining and the government's stock in the country goes steadily down.

Is the Royal Commission investigation of the crown land charges to be a performance without its Hamlet?—Globe.

Why? Surely Mr. Flemming isn't going away too?

BRING THE WITNESSES TO COURT.

The Standard credits to Mr. P. J. Veniot a statement to the effect that the Flemming government was forced to have the Dugal charges dealt with by a royal commission instead of by a committee of the House in which supporters of the government would have been in the great majority. The Standard says that Mr. Dugal applied for a committee of the House and that the government granted a royal commission instead. Mr. Dugal, it is true, followed the precedent set in the case of the inquiry into the steel bridges, but Lieutenant Governor Wood can inform the Standard, if that journal will ask him, that Mr. Carvell informed His Honor the Governor that he and Mr. Dugal would much prefer a royal commission of judges.

We are glad to note that the Standard professes to desire a full and free inquiry. We trust the counsel for Mr. Flemming and the government will prove during the next few weeks that the Standard's contention is true. One of the first evidences of good faith upon the part of the government would be an energetic effort to ensure the presence of all necessary witnesses at the inquiry. Those who regard their own reputations and the reputations of the New Brunswick ministry and the New Brunswick conservative party should exercise the utmost care and vigilance in order to prevent the absence of any essential witness, through ill health, or timidity, or from any other circumstances or motives. For, as the Standard must see, the public interest requires the production of all possible relevant evidence in order that the whole truth may be placed fairly before the people of this province. The public will narrowly watch the course of the inquiry, and it will be able to judge for itself to what degree the government and its forces are committed to the exposure of all the facts. Handsome is as handsome does.

Meantime it is the business of the virtuous government to see to it that Berry, the government's official, is in court on the 16th. If he is absent when his name is called the public will know where to place the responsibility.

NOTE AND COMMENT.

Their attacks upon the historic churches of England have convinced many people who formerly were in doubt about the militant suffragettes that the only thing to do is to treat them as violent lunatics, for the protection of society in general and for their own ultimate good.

* * *

Greece and Turkey are talking about another war. Greece has apparently forgotten what happened when she tried to fight the Turks single-handed some years ago. Greece has grown in wealth, power and organization since then, and her troops made a reputation for courage as well as savagery in the Balkan campaign; but she would find Turkey a tough customer nevertheless. And not only Europe but the world at large is sick of war.

* * *

Baron Mersey, who is to preside over the Empress of Ireland commission, is 74 years old, but is keen, active and vigorous, a man of action and of ripe judgment. The inquiry bids fair to be a most creditable one. How much the world can learn from it remains to be seen, but it seems probable that one lesson to be enforced is that ship captains must not be too stiff in holding the course to which they may believe themselves technically entitled, but must ever think first of their passengers and the widest possible margin of safety.

An Empress Hero.

(Hamilton Spectator.)

Sir Henry Seton-Karr, K.C.M.G., who is among the lost in the Empress of Ireland disaster, when last seen, was handing his life-belt to another man, thus perishing that a stranger might live. A sketch of his life which we have before us was prepared during his lifetime. He was born in India, the son of the resident commissioner at Baroda during the Indian mutiny. Educated at Oxford, he became Conservative member of parliament for St. Helen's, Lancashire, in 1895, and held that seat until 1906. He was greatly interested in state colonization, and was appointed a member of the royal commission on food supplies in time of war. He was knighted in 1902. It is as a sportsman and traveller that he has recently been best known. He travelled and shot big game in Norway, and in the Canadian and American Rockies. While in the east, he discovered what he believed from various indications to have been the site of the Garden of Eden. He was the author of several books.

British Yachtsman Dead.

London, June 12—Myles Burton Kennedy, well known as a yachtsman and member of the Royal Yacht squadron, died today. He was born in 1861.

ABE MARTIN

Miss Tawney Apple, o' th' culinary department o' th' Baptist church, is doin' settlement work among th' rhubarb raisers this week. Mexican presidents allus resign with ther boots on.