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THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

New Brunswick's Independent Newspapers
These newspapers advocate:
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion.
No graft!
No deals!
"The Thistle, Shamrock, Rose and Wine, The Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., OCTOBER 12, 1912.

WHAT IS IN THE WIND?

The Ottawa correspondent of the Toronto Star, usually a well-informed journal, sent a despatch to his newspaper on Oct. 4, intimating that a movement is on foot to persuade the Borden government to make certain reductions in the British preference during the forthcoming session of Parliament. The correspondent said:

"The British preference may be reduced during the coming session of parliament. It may be allowed to stand as at present, but it will not be increased."

What to do with the preference is giving the government a good deal of anxiety. Any changes which are made in it will be in the direction of a reduction. The organized farmers of Canada have asked that the British preference should be increased and the English manufacturer put in a better position to trade with Canada.

Canadian manufacturers have protested against any extension of the preference to Britain, and in some instances have asked for its abolition.

The woolen manufacturers of Canada have been especially aggressive in their protests against the preference. Canadian carpet makers, glove manufacturers, and a number of other groups have asked the government to take up the tariff schedule relating to the articles they produce and to cut down or wipe out the margin of advantage which the preference now gives to the British manufacturers.

If any such movement has been started, the Toronto Star has done a valuable public service by making it known, early to the country at large. The Western farmers, as we know, are strongly favorable to an increase in the preference of fifty per cent., and subsequent increases until the duties on British goods have been wiped out entirely. On the other hand, the Canadian Manufacturers' Association, for reasons which its members deem good, recently placed itself on record as opposed to any increase in the preference.

The Monetary Times makes this significant comment:

"The manufacturers of Canada are as much opposed to free trade with Great Britain as they are to free trade with the United States, and little can be gained by shutting eyes to that fact. The Western grain growers probably want a greater preference to or free trade with Great Britain, within five or ten years, in order that their cost of living may be reduced. It is unwise to inject in either case the question of loyalty to Great Britain. Business comes first. Business braced with loyalty comes second. The interests of Eastern manufacturers and Western farmers despite all this, are not so far apart as would appear. Early steps should be taken to arrange the suggested conference. We think, too, that a close examination of the present tariff would reveal a fairly lengthy list of articles upon which the British preference could be increased to the benefit of the Canadian consumer and without any detriment to the Canadian industrial producer."

The last sentence, from a journal closely in touch with the business world, is worth thinking about. If the farmers do not get the concessions they seek they certainly will demand that the tariff be taken up schedule by schedule and that each item be closely scrutinized in order to ascertain what fair business reason, if any, there is to justify it.

A great deal of the noise about loyalty and the old flag during the last election was made by Conservatives of the high protectionist school. If these gentlemen have now begun to neglect the salvation of the Empire and the defence of the old flag in their anxiety to secure more protection and a greater control of the home market, the farmers and consumers of Canada will begin to take a new interest in these questions. Any tariff tinkering which the Borden government may under-

take at the coming session will be watched narrowly in every part of Canada.

THE COST OF BAD ROADS

An almost all the members of the New Brunswick legislature are now supporters of Hon. J. K. Fleming, those interested in good roads should be able to approach the subject without being charged with trying to make political capital; and, as Mr. Fleming cannot charge the opposition with backing his plans, there would now seem to be no convincing reason for inaction with respect to this highly important problem.

Good roads are needed chiefly by the people who live in the country. The men who own automobiles are responsible for a great many of the complaints made concerning our roads, and these complaints are in the main well founded; but it is not so much on account of the motor car owners alone that this subject needs attention, but rather because the continuance of bad roads constitutes an immense burden upon the farmers and to residents of the cities and towns generally.

A sensible and consistent permanent roads policy is going to cost money, and to that cost both the farmers and the motor car owners will have to contribute; but it is a fact that a much heavier tax than would be imposed upon these people under a good roads policy is now imposed upon them by the losses they sustain owing to the condition of the roads and small bridges in nearly every county.

The value of every farm in New Brunswick is depressed because of the bad roads. The cost of transportation to the farmer is incalculably high because of the damage to his wagons and the smallness of the loads he is able to haul. The motor car owner pays in damage to his machine.

It has been, beyond denial, a difficult matter in New Brunswick to take the roads out of politics. Yet it should be done. The province should begin construction of permanent roads, building a reasonable stretch every year. With respect to the less important highways, these should be placed wholly in the hands of the people of the parishes, who would elect men to spend in their district the sums made up by local taxation and the government grants. Under those circumstances the people themselves would be responsible and would feel bound to select men who would expend the money with good effect. In case they did not get good results they could apply a remedy by putting in better men. Political patronage has been one of the main causes of our bad roads. This subject has been discussed at intervals for many years, and it is now time that sensible action was taken.

THE UNIONIST LEADER

Mr. H. Hamilton Fyfe contributes to The Outlook a sketch of Mr. A. Bonar Law, and decides that he will never do. He says in part:

"I began by saying that there were no outward signs of leadership about this safe, serious, respectable, argumentative Scot who has suddenly become a figure in world politics. Nor does it seem to me likely that he will ever really lead. The British people require of the man whom they will follow that he shall be in some respect a Superman. Leadership is a question of vitality; it demands an excess of life force. A leader must have strong personality. He must be able to influence a crowd by merely standing before them. They must be interested in him before he begins to speak."

"Without Gladstone's prophetic dignity, Disraeli's Oriental fervor, Joe Chamberlain's businesslike enthusiasm, or Lloyd George's emotional ecstasy (which makes men shed tears at meetings and cry aloud, 'Thank God for Lloyd George!') without any picturesque quality whatever, how is Bonar Law to seize hold of the mass of people as these others have done and swing them in the direction he wants them to take? If success depended upon argument, he would be the most popular leader ever known. But argument has very little place in modern politics. For one voter whom you can convince by reasoning there are ninety-nine who must be appealed to in quite a different way. You must touch their imagination. You must impose your policy upon them by sheer force of will."

"Such a leader will arise again among the British Conservatives. He will bring with him the ideas which are to mold the future. He will sweep away the tiresome network of machine-made tactics which conservative effort today. He will draw his following from all classes. He will build his platform upon broad principles, easily grasped. Such a leader the British people are waiting for. But they have not got him in Andrew Bonar Law."

LAWSON, AGAIN

Thomas W. Lawson, whose "Fronted Finance" in Everybody's Magazine some years ago attracted considerable attention and caused no little disappointment because of the author's failure to produce his long predicted "remedy," has once more set about the work of saving the American people from themselves. He has begun a new series in Everybody's for the purpose of destroying the stock exchange, or closing it up "so far as gambling is concerned," and introducing "an entirely new device through which all of the people's industries will be conducted in future."

He alleges that by means of the gambling in Wall Street the people of the United States are now robbed annually of between \$2,000,000,000 and \$3,000,000,000. He points out that forty years ago the people received about the same interest on their savings as they receive today, "yet forty years ago what they received had a purchasing power more than double what it has today; or, to put it another way, some has, in forty years, been cut in half because of high cost of living." He asserts that the First National Bank of New York, with deposits of \$115,000,000 of the people's money, has returned in a single year to its system owners from profits of

1,900 per cent. as against four per cent. returned to the people from their savings employed in the same line of business.

The Lawson output is chiefly remarkable because of the liberties the author takes with the English language. He writes, for example, the failure of the United States government to control the oil trust, and says that when the government announced its campaign against Standard Oil everybody was "pleased."

"The people jumped for their seven-league boots, and, guided in their going by the press, the pulpit, the lecture platform, and the statement, they overtook and shackled and dunned this big mauler. Then the courts, based profoundly on 'Standard Oil,' thou art a chameleon-skinned, hood-footed, tail-pinned, triple-eyed, hawk-beaked, rubber-mawed, thirteen-fingered, centipede-propelled, non-sinking, and heart-shaking hell-bait."

But, unfortunately, one year from the time that Standard Oil had been ordered to cease itself "its business had increased, its oil price likewise, and its stock had actually doubled in value."

Therefore, says Lawson, the people are asking themselves:

"If our cost of living increased with each victory, without any corresponding increase in our wages and income, how many victories will be necessary to put us over the brink?"

Mr. Lawson seems chiefly concerned about the activities of the money-devil. He says in part:

"This capital of the many, after it gets into savings banks and is employed by the national banks and trust companies—very important cogs in the system's pillaging machinery—in the same way as the billions belonging to the few, to the ten thousands who have accumulated and are possessed of their one hundred billions of the nation's one hundred and thirty-one billions of total wealth. That is, it is loaned, or supposed to be loaned, back to the people and by them employed in the conduct of their affairs. As a matter of fact, the larger part of the savings of the people deposited in savings banks is indirectly—by a roundabout process—handed by the System at four and a quarter to four and three-quarters per cent. and by them used to earn for the few thirty-eight per cent."

Unless somebody comes to the rescue of the American people, says Mr. Lawson,

"Eighty-eight years have misted into the 'back yonder,' the American Republic will have forewarned whether its proud towers are foundations in granite or in quicksand, whether its inspiring pinacles are permanently nestled in God's everlasting blue, or whether they are inevitably to be hurled down among the moss and slime-covered ruins of Rome."

But, of course, Mr. Lawson has come to the rescue. Looking over his task he draws this picture of his fellow citizens:

"There has never been a stranger spectacle in the affairs of a civilized people than the one now up-and-downing and all-hand-arounding that great state which is regarded by Mexico, back-grounded by the Atlantic, and fronted by the Golden Gate opens to the Orient—the spectacle of a nearly frenzied, free-and-equal, republic-house people raging at incredible wrongs inflicted in their own country, fattened on their revered ballot-box traditions, feathered, winged, and cropped in their own back yard, and justified in their own eyes by the highest of priests—the spectacle of a people raging at their inability to understand the world, and whereof of their wrongs, cursing those who committed them, and railing at their own impotent ignorance."

But now Mr. Lawson has decided that it is time for him to intervene. Whether the American people will take Mr. Lawson's advice is a matter, perhaps, for speculation; but in any event they will note with a certain characteristic pride that he is a man of ready-made and not of ad hoc ideas. Mr. Lawson appears to be in uncommonly good form. And, since he is to hold the stage for some time, that in itself is something.

EARLY CLOSING

It is one thing to sign a petition and give another to canvass, work and vote, and giving up the time necessary to make canvass to a cause in which many voters may believe they are but slightly interested. The vote cast Tuesday for and against the early-closing by-law was probably greater than the average citizen expected to see recorded, yet it was not large.

The decision against the proposed restriction doubtless reflects the view which the Mayor and Commissioners expressed when they declined to be guided by the extensive petition submitted to them. They were by no means unwilling to do anything in reason to relieve any group of citizens from hardship or deprivation in the matter of late hours, but they felt it unwise to make a definite step toward regulating arbitrarily the private business of many to whom the by-law would appeal as an interference with their personal liberty.

THAT EXTENSION

There appears to be a ghostly suspicion abroad that there will be no extension of the street railway to Kane's Corner this year.

The city's position is that it has done everything necessary to facilitate the extension.

The street railway's contention is that some essentials are still lacking, notably a little more information from the city engineer, and, still more surprising, permission from the Intercolonial to cross its tracks.

It was popularly supposed that this matter of crossing the I. C. R. had been cleared up long ago, but alas we are now assured that such is not the case. It was hoped, too, that the city's officials had finally done their part in the matter of surveying the route. Indeed Commissioner Agar is persuaded that nothing remains to be done. Curiously enough the street railway management holds quite another view.

Possibly a full official statement of the situation from City Hall would indicate that the company's anxiety to get the rails down this fall is not of a spike-driving intensity. Months ago the street railway men professed themselves willing, anxious and ready to proceed so long as the formalities could be arranged. Then came difficulties and delays, followed by a decision not to

extend to Little River this year, but only to Kane's Corner. Half a loaf being better than no bread, the public was glad to hear a definite announcement that even part of the work was to go on at once.

Now we have one statement of the position of affairs from City Hall, and quite another from the street railway. All this is not progress. And there must be a remedy for it.

COAL PRICES AND THE PUBLIC

Although some nervous folk maintain that it is a grave offence for the Mayor or the Commissioners to discuss the price of coal, or of other necessities, there will be in the city generally marked approbation of the course of those at City Hall who are looking to the question of fuel, which affects so directly a great majority of the people. In a general way it may be said that the fault at City Hall in past years has been that those in office held too narrow a view as to the scope of their duties. We think no one need be alarmed on the ground that the Mayor and Commissioners are likely to interfere unduly with the ordinary processes of private business. They are not the men to do so. But there are at present some mysterious, or at least little understood, circumstances surrounding the supply of and the price of fuel, and the situation is one in the face of which the single private individual is helpless. If his income is small, his helplessness is the more acute. It is, therefore, a commendable public service to ascertain, so far as may reasonably be possible, the causes underlying the high price of fuel, and to decide whether or not any action by the city can improve the situation from the standpoint of the taxpayer at large.

New Brunswick mines much coal of its own, and we are within easy reach of the great Nova Scotia mines, from which there is water transportation; yet it is a fact that not only in St. John, but in the province at large, the small consumer constantly pays a very high price—exceedingly high as most people believe—for soft coal as well as for anthracite.

The same is true of the price of bread, and even of flour and other necessities. In a country like Canada which exports an already immense and constantly increasing quantity of grain, bread and flour ought to be sold at reasonable prices. Yet bread made from Canadian flour is a great deal cheaper in Great Britain than it is in St. John, or in almost any city in Canada. The display of interest in such matters as the fuel question at City Hall is an encouraging sign. It may well be that local merchants who sell coal, bread, flour and other necessities make but a reasonable profit. Probably that is the case. Nevertheless, since conditions are unsatisfactory, it is well to ascertain why they are so and whether the remedy lies within the control of the local authorities, the Legislature or the Dominion Parliament. To fold our hands and endure patiently without searching inquiry is not a twentieth century policy.

PRACTICAL UNION

After the Campbellton fire, and while the church-going people of that stricken town were still deprived of houses of worship, a proposal was made that several denominations might erect one church edifice for use in common. This modest journal on that occasion strongly commended such a practical step and was severely rebuked by at least one earnest clergyman of high repute for intimating that the cause of religion would not suffer if there were fewer denominations, and if, in many cases, several denominations made use of one church building instead of striving to maintain individual churches where separate congregations were too small to give proper support to the work.

Having the Campbellton case in mind, we read with no little interest a statement in the Ottawa Citizen regarding the action of four theological colleges in Montreal. The Citizen says:

"For years separate colleges for religious training have been maintained by the Methodist, Congregational, Presbyterian and Anglican bodies. While they have all been affiliated with McGill University, the theological department of each has been entirely separate and independent. Now, however, the spirit of union has grown to such an extent, and the reality of common interest and purpose has been demonstrated, whereby lectures on theological subjects will be given to all the students."

The advantages of this step are easily seen. The economic gain is very large as one professor is able to do the same work for four. The quality of training will also be of a much higher character than one college could afford of itself. The development of a broader non-sectarian spirit among the future ministers of Canada will not be one of its least benefits. The enlarged range of student fellowship will be a large factor of improvement. The emphasis in teaching will be less upon a doctrinal difference than upon a fundamental verity.

What most this merger promises to do is to direct the attention of the future ministry to the most vital problems of life. Instead of waging theological battle with each other, they will combine their forces to fight the common foe of right and humanity. Instead of quibbling over definitions, they will equip themselves to go out into the world to give effective battle against the forces that make for injustice and degradation. It may be confidently expected that from this union theological school of Montreal will come in the future men whose eyes see the real evils and whose purpose it is to build here and now the kingdom of justice and brotherhood.

Without offence to any denomination, and without questioning the value of the creed of anyone, it may, perhaps, be proper to remark that there appears to be a growing sentiment in favor of co-operation between the churches and less insistence upon their points of difference. The Citizen, it will be observed, is of opinion that there is considerable useless "quibbling over definitions," and this, it may be, few

clergymen would be disposed to admit, although many of them may accept the Citizen's view that by combining their forces to fight the common foe of the cause of religion would be forwarded.

IN THE BALKANS

The pith of the Balkan controversy is set forth by a contemporary:

"What the Balkan states are demanding is complete autonomy for all Turkey's European provinces with Christian governors, describing them, not by their present boundaries as Turkish satrapies, but by their old national names. Serbia declares that she is not taking as much as the Treaty of Berlin guaranteed thirty-seven years ago, namely, a severance of each of those provinces from Turkish rule as complete as that of Crete, which has a governor set over it, not by Turkey, but by the Powers. Serbia appeals to article XXII of the treaty in question, but that article seems to have to do exclusively with the construction of the state of Eastern Roumelia, which lately annexed itself to Bulgaria."

The curious thing about it is that the powers are once more promising to do what the provisions of the Treaty of Berlin are complied with. They promised that most earnestly thirty-seven years ago, but on several occasions since the treaty has been violated. What value would attach to another promise made now is not precisely clear.

NOTE AND COMMENT

Mr. James Robinson's statement that piping natural gas to St. John would give the city a tremendous impetus industrially has much to support it. It may be that the gas supply can be tapped at or near Sussex.

The street railway, after months of effort, yesterday secured permission to cross the I. C. R. spur and carry its track to Kane's Corner. The city is understood to have practically completed the survey and the construction of the new line. Work necessary to fix the location of the rails. There are still a few possible causes of delay, but citizens will be hopeful. Since extension is in order it is much to be regretted that the double track idea was abandoned because of conflicting views as to the maintenance of the roadway. That matter ought not to be impossible of reasonable settlement, and now is the best time there is ever going to be for settling it.

Harvard has a progressive movement that is attracting much attention, and causing anxiety in conservative circles. The American Magazine says of it:

"The situation is this: About two hundred undergraduates, known as the Radicals, are making an energetic and intelligent effort to connect themselves with human life. They are bent on learning how to live, and they are about subjects that their generation finds worth thinking about. They are determined to learn what the new conditions are that give rise to modifications of the older social, religious and political philosophies. They propose to learn and discuss the principles of these philosophies as far as they have been worked out. They intend to know what the Radicals really is, what its ideas are, and how it works; what Socialism means, and what its history so far amounts to; what steps democracy has lately taken and where they lead; what changes are happening in industry and the wage system; what tariffs mean and the tendency towards the single tax. They intend to follow the progress of organized religion and advance in a series of lectures, and to make a book-stuff for the sake of forming critical opinion, but as parts of life. In short, they are determined that they will be able to hold their own, and to do something to make them understand their place in a democracy."

Concerning the average man's welfare and the tariff's relation to it the New York Journal of Commerce has this to say:

Prosperity depends upon the resources and capacity of the country and the character of the people, and we have reached a point where we not only can but must compete with less favored countries in the world's markets if prosperity is to continue and become more steady, and its fruits are to be more equitably distributed. The argument that it is "labor" that benefits by the present tariff and that it would be injured by a change, may not be consciously meant and cruel or due to selfishness on the part of those who control capital, but if it is a delusion. The worth of wages depends upon what they will buy, and the rewards of both capital and labor depend upon abundance of production and extent and rapidity of trade, and the time has come when "expansion" cannot be confined within our borders. It is a question of economics and not of politics in the narrower sense, and so far as such issues are concerned politics must be adjusted to sound economics if it is to promote and sustain real prosperity.

Startling Revelations

(Ottawa Free Press.)
Hon. Frank Cochrane seems to be an admirer of the tactics of a certain lawyer who is very much in the limelight these days. He is evidently troubled by the statement of Hon. Charles Murphy and other Liberal leaders that the policy, endorsed by the people, of making the new National Transcontinental railway a modern, up-to-date road is being reversed by the present administration. Mr. Cochrane meets this accusation with a vague paragraph in the newspapers that "at the proper time" is going to make some "startling revelations" as to "the reckless extravagance in the construction of the line during the regime of the Laurier administration and the hundreds of thousands of dollars said to be poured into the construction of the line by the people who failed to figure in the actual work."

We have heard a lot of this kind of talk before. The conservative speakers made charges of this nature when in opposition. They have repeatedly made them since they came in power. Yet, although all the books and machinery of the Transcontinental railway have been given over to their disposal for twelve months now, we are no nearer the "startling revelations" than a general promise, unsupported by any evidence, and not dissimilar from the "startling revelations" of a member of the opposition. It is recalled that when in opposition the Conservatives

claimed that the whole civil service was seething with graft and crookedness. When they came into power they gave several gentlemen a commission to hold a thorough inquiry. These gentlemen, it was freely prophesied, would also have some "startling revelations" to make. The commissioners have traveled up and down the country and must surely have put in quite a pleasant summer. But nothing has yet been heard of the "startling revelations," and there are evidences that the commission is to be disbanded. The mountain has labored, and so far has not brought forth even a mouse.

It is very likely that later on Hon. Mr. Cochrane may have to explain, like the foremost Ottawa lawyer, that his "startling revelations" have been so elusive that they cannot be revealed. In other words, Hon. Mr. Cochrane is talking through his hat.

St. John Under Commission

Evidences of the success of the commission plan of government are ample. In St. John, New Brunswick, a city of 50,000, the first commission has been long enough in office to furnish some evidence of the efficiency of the new system. Up to April of this year St. John had seventeen aldermen and the feeling of the citizens was so strong that the plebiscite for commission government carried nearly three to one. Yet at no time was the situation as desperate as that faced in Ottawa. The standard of living is hardly as high in St. John as in Ottawa, and there they pay the mayor and four commissioners \$8,000 a year each, the commission in Winnipeg being only \$4,000. The city is voting their whole time to the city while the mayor is allowed to continue in private business. It is a healthy sign and one that speaks well for the advanced civic interest inseparably linked with the adoption of the new form of government that at least three of the four commissioners gave up business association which yielded them a much greater return than the city's stipend. The salary would have to be larger in Ottawa, but, as one commissioner in St. John has supervision over harbor, ferries and public lands, it would not be necessary to have more than three commissioners with the mayor in Ottawa. It is only necessary to follow casually the St. John newspapers to be impressed by the efficiency of the success of the new form of government there.

It is in the West, pulsating with progressiveness, that commission government is finding most favor, and a wide dispatch tells of a successful experiment in a Pacific coast city.

North Yakima, Wash., Sept. 28.—The commission form of government has been in effect in North Yakima a year. In the twelve months the commissioners have not only cut a deficit of \$80,000 which was in existence when they went into office, but they have effected economies in administration which have enabled them to cut the estimate of city expenses \$40,000 for 1913 from that prepared a year ago for 1912.

Many of the economies have been effected by cutting out municipal offices. During the last year's administration the number of salaried men has been cut from 23 to 18.

The health department, in a campaign organized by Dr. L. L. Lumsden, of the United States Health and Marine Corps, and carried out by City Health Officer Thomas Tetreau, has cut the number of deaths from typhoid fever from thirty-one in twelve months to two in the succeeding year.

Every city naturally has problems peculiarly its own, and some of these may be quoted in the case of Ottawa against the replacing of a mayor and council of twenty-three by a small elective commission of three or four. As was done in St. John, however, and the other cities, these difficulties can be adjusted by the people themselves in the formation of a new charter, and the city appears ripe now for a vote on this important question.

Advice for the Maritime Provinces

(Vancouver Sun.)
The growth of western Canada and the recent territorial additions to Ontario, Quebec and Manitoba are giving much concern to the people of the maritime provinces since they threaten the loss of influence by those members of confederation in dominion affairs. With the increase of population in the prairie west of the Great Lakes the balance of federal representation will naturally readjust itself, and there is some reason for believing that finally the east will lose the political dominance it has heretofore maintained. But whether when the large provinces of Quebec and Ontario are filled up the maritime provinces will give up, there is reasonable certainty that New Brunswick, Nova Scotia and Prince Edward Island will not. The addition of Ungava to Quebec is a new peril to the influence of the maritime provinces in the confederation, for opinion in regard to Ungava is changing and what was once regarded as an uninhabitable region is beginning to be looked upon as a valuable territory. The maritime provinces may yet attract a large industrial population. If that expectation is realized the federal representation of the three provinces is bound under the law as it now stands still further to dwindle.

When it is considered that the combined area of the three maritime provinces is only 31,697 square miles and that there is no possibility of an enlargement of that area, little hope exists that they can keep in the race with the other provinces. Realizing this, the leaders of opinion are making a number of proposals designed to preserve for those old provinces the dignity and importance they have possessed so long as Canadian affairs. An irreducible minimum of representation is one suggestion, to which an amendment to the British North American Act would be necessary. Another is a consolidation of the three provinces into one. Still another is financial consideration from the dominion which would be equivalent to the gain to Ontario and Quebec by the recent additions to their territory.

Whatever may be the opinion of the Canadian public in the matter of an irreducible minimum of representation in the federal parliament, there will perhaps be no disagreement as to the other two proposals. The maritime provinces deserve some consideration of a monetary nature, in view of the large addition to Ontario from the inclusion of Ungava to Quebec by the inclusion in her boundaries of the whole of Ungava. The consolidation of the three maritime provinces into one would, too, be a distinctly advantageous step. It would make the people in sentiment as they are not now united. When we consider that the little province of Prince Edward Island, with an area of twenty-one hundred and eighty-four square miles, is maintaining a legislature and all the necessary governmental machinery of a member of the confederation, it seems a needless waste of money and energy. Undoubtedly if the maritime provinces would sink their local jealousies and antagonisms provincially and unite in a common front, they would increase their strength in the dominion as they can not hope otherwise to do.

Do—You should have been at church Sunday. The minister preached such an interesting sermon.
He—Indeed, he did. I was not there.
Do—Yes, you know it was his debut as a heretic.—Leviston Journal.

Laurier in Ontario

(Montreal Herald.)

No doubt it would be easy to argue the case for the reception accorded Sir Wilfrid Laurier in Ontario, but it is evidently foolish to deny that the show of popular interest is devoid of significance. Laurier, it saved them the game. Now it was not playing the game, but that they are in opposition they can realize the more easily that, while the per leadership arouses gives them a fine start, it takes a great deal more, for which they will have to look to themselves, to carry them through to victory in their next fight. Conservatives, on the other hand, must remember that this Ontario in which Laurier has been almost idolized during the past two weeks is the same Ontario in which, just a short year ago, he was the victim of a cyclone of animosity. It is already fairly clear that the passions aroused by debt appeals to religious and social prejudices exhausted their dynamic force in that one destructive outbreak, and that Ontario is rather ashamed of itself for having given way to blind and unreasoning wrath.

So much has been established by the tour. For the rest, it is only to note that by the time the Liberal leaders make another tour of Ontario there will be a change over the whole face of the situation. Sir Wilfrid is now only a year out of office, and his discourses naturally tend to the consideration of subjects that were live issues during his term. The talk has been of the National Transcontinental Railway, always to be mentioned with his name, of the British tariff preference, of the opening chapters in the naval controversy, and the wonderful success of the Liberal party starts on the march of office again the heads of discussion will be changed. The new government will have done some things and have left some things undone. Some difficult situations will be met, and will have to be faced with courage, with high purpose, with a real conception of the destinies of the dominion and of the well being of its people. The Laurier visit to Ontario has in all events demonstrated that the Liberal party is full of life, eager to take up its new work, and in a temper to grapple with its responsibilities. Leadership which is capable of revealing that much in days that would otherwise be dark is real leadership, the kind that attracts the confidence of a nation as well as of a party.

Taxation Reform

(Ottawa Citizen.)

The intention of Con. Parent to ask the city council to petition the legislature for a change in the Ontario assessment act so as to permit the partial cancellation of improvement from taxation in Ottawa, is one that is in line with the most progressive thought and effort of the times. The Ontario assessment act is a value taxation method in the western provinces of Canada, there has been a strong wave of interest rolling eastward. Toronto is practically committed to the principle of waiting only for legislative permission to take definite action in that direction. Hamilton has just voted in favor of such petition and change, and Toronto is practically committed to the principle. To have Ottawa take strong and leading action in the matter would do much to help on a movement which is destined to revolutionize sooner or later the present taxation methods.

The Hunter's Moon

Darkly October, where the wild fowl fly,
Utters a harsh and melancholy cry,
And slowly closing to a sunset door
Day will glare upon the world once more.
Where twilight, with one star to lamp her
Walks with the wind that haunts the hills
and shore.

The spirit of autumn, with averted gaze,
Comes slowly down the ragged gables;
And where she walks she lays a finger cold
On rose and lily, lily and marigold.
And at her touch they turn in mute dismay,
And bow their heads, assenting, to the cold.

And all around rise phantoms of the flow-
Scents, ghostlike, gliding from the