

An Open Letter on Railway Matters.

C. Morgan, Esq., C.E.
 Winnipeg, in the Dominion of
 Canada, and of the Canadian
 Pacific Railway Company, City.

Sir,—In my comparison of
 Railway system with that of the
 Pacific, and other Companies
 to which you made reference, I
 do not feel it supposed that I
 of the Reid Newfoundland Com-
 to be held responsible for the
 and equipment of the line. They
 no way responsible for it. The
 is, that the pioneers of Railway
 in this country considered
 accommodation originally provid-
 sufficiently elaborate and ex-
 for the means of the Colony,
 they were right. The people were
 contented with it, but they
 contemplated the for such a
 and accommodation they
 be charged rates equivalent to
 anywhere in the neighborhood of
 people over the luxuriously
 and first class Railways of
 and the United States. To
 to them to pay such rates, or
 to suggest such rates for their
 and acceptance is an af-
 to the intelligence of the people
 country, who are not, as some
 to desire you to believe, "too
 to burn." There are some
 and rogues too, in our midst, but
 do not by any means form the
 of the population of this
 are they, for the most part,
 of the soil.

repeat, that the people of this
 were and still are, contented
 the railway accommodation pro-
 by the Railway Contract, but
 are not satisfied with the con-
 which they find that accom-
 day. That it has been neg-
 shamefully neglected, the Re-
 of the Government Engineer,
 upon the table of the House
 after year, "abundantly testify,
 long distance travellers suffer
 intolerable agony from dirt,
 delay, and ever-present danger
 of death in transit, owing to a
 recently ballasted, and otherwise
 ted road, will not be question-
 anyone who has read the oth-
 reports of the House of Assembly,
 those of prominent officials which
 appeared in the press from time
 to time. Let me quote for your
 in-formation two or three extracts from
 reports:

Something is radically wrong
 with the railway. A
 number persons lost their lives
 in a most tragic manner. Some of
 them apparently were caged up in
 a second class car by the sleep-
 ing arrangements and were confin-

"pockets of the fishermen; the Gov-
 ernment should certainly do ev-
 erything possible to try and reme-
 dy anything that puts a burden
 upon the fishermen at a time when
 "prices are so high." (See Hansard
 1917; page 325).

The steamer service, which is, as
 I have before remarked, a part of the
 Railway system under the Contract,
 comes in for equal condemnation in
 official quarters. Here is an extract
 from a Board of Trade Report:

"It has been impossible to obtain
 "prompt supply of cars for car
 "loads of goods. Shippers in St.
 "John's have been much hampered
 "by the delayed delivery of their
 "shipments. Large quantities of
 "freight have accumulated at Syd-
 "ney awaiting removal by the Reid
 "Newfoundland Company. The com-
 "plaints made to the Board of Trade
 "by shippers have been numerous,
 "and a sub-committee has been ap-
 "pointed to investigate the matter."
 "The Intercolonial Railway has
 "refused to accept the trans-
 "shipment of goods via North Syd-
 "ney because the Reid Newfound-
 "land Company is not able at cer-
 "tain seasons of the year to relieve
 "the freight congestion at North
 "Sydney." (See page 367 Hansard
 1917).

Are you surprised then, in the light
 of the foregoing, that freight traf-
 fic by rail and steamer dwindled as
 the years advanced? And are you
 still of opinion that such a service war-
 rants increased rates, and increased
 subsidies?

If I read your Report correctly, you
 assume that the Railway rates in force
 to-day, are precisely those which
 were in operation twenty odd years
 ago. Permit me to say that is not
 correct. The Contractor has increas-
 ed the rates from time to time. It was
 alleged before the Legislature, that in
 some instances the increase amount-
 ed to two hundred per cent. over the
 rates that had been applied previous
 to the war; and it was not contradic-
 ed. Sir W. D. Reid, late President of
 the Reid Newfoundland Company, in
 his letter to Lord Shaughnessy from
 which I have previously quoted,
 boasted of having increased the rates
 in face of "popular disapproval." And
 it was stated by a business man in
 the House of Assembly that the
 rate increased on all goods was
 "from one to two hundred per cent.
 higher." (See page 24 Hansard
 1917). Up to this date those war rates
 apply to freight and passengers. Is
 your recommendation then, for an in-
 crease of freight and passenger rates,
 made upon the basis of present rates?
 I cannot think so, because the present
 revenue from the operating of the
 railway would assuredly be "lost in
 the follies of excess." Higher
 rates than the present ones, would
 force people to other means of trans-
 port. I must assume that you were not
 aware when compiling your statistics
 that the original rates under
 contract have been increased for
 years, from one to two hundred per
 cent. It just shows how necessary it is
 to have "verified" records and ac-
 counts before one.

(To be continued.)

"Hazel Kirke."

A MELODRAMA REVIVED.
 (By Our Dramatic Critic.)

I wish I were an actor. The foot-
 lights never did attract me much, al-
 though I once would have played the
 little part in "Henry V," by a fellow
 named Brakestoft or Shakespeare,
 something like that I know, but all
 my supports (not braces, you know)
 got the flu and neither the play nor
 I came off. Since seeing "Hazel
 Kirke" at the Casino, however, I am
 simply pining to play "Pittacus
 Green" and perform the duty he
 owed to society and which he execut-
 ed so often—provided of course, that
 Miss Kathleen Fraser still plays the
 title role. How much easier would
 life be to us poor mortals if all our
 duties to society were so pleasant and
 easy to perform! Seriously, I really
 enjoyed "Hazel Kirke" from begin-
 ning to end. It was a revival of the
 good old English melodrama that was
 so prevalent in the last years of the
 past century. I envy those who could
 go to a play every night and always
 get a good thrill, a real heartache and
 plenty of good bright comedy. The
 modern type of play never did appeal
 to me, and now that I have seen the
 kind of drama enjoyed by our fathers
 and mothers and uncles and aunts, it
 appeals to me still less. It was, in-
 deed, a pleasant sensation to feel my
 hair stand on end at times, and my
 hearty laughter some people refer to
 it a little less politely—at the droil
 sayings of "Pittacus Green" caused
 the lady in front of me to turn and
 ask if I had a fit and would I like a
 cough drop. One thing I have learn-
 ed from the play, and that is that if I
 ever marry, Scotland is the last place
 in the world in which I should com-
 mit the deed. It appears that besides
 the usual accessories to a proper
 wedding, in Scotland one must have
 a map to see if one is really over the
 border or not. If not, then the mar-
 riage is not legal. That was the un-
 fortunate position that "Hazel Kirke"
 found herself in after being thrown
 out of her home by her father be-
 cause she preferred the man of her
 heart to her father's choice. Every-
 thing came right in the end, I am
 pleased to say—although there is
 one death—a sorrow escape and an
 accident, before the ultimate happy
 ending is reached.

"Hazel Kirke" was charmingly por-
 trayed by Miss Kathleen Fraser. The
 part is a heavy one, the heaviest I
 think that this talented young lady
 has yet undertaken, and no profes-
 sional could have excelled her. The
 one fault that can be found with her
 and one or two others, is that their
 voices were very low at times, and
 could not have been audible to those
 in the back rows. Miss Fraser seems
 to live in every part she plays, a true
 sign of the born actress, and she
 seems to be equally at home in the
 lightest comedy and the heaviest
 drama. She combines a fascinating
 personality with histrionic talent,
 making a matchless combination.

Miss Hilda Krentzlin had a lighter
 role in the character of "Dolly Dut-
 ton" and played it well. This is, I
 think, her first appearance on the
 local stage, but I have no hesitation
 in forecasting that it will not be her
 last. Mrs. Baxter was her old inimit-
 able self, and her splendid portrayal
 of "Mercy Kirke" won well merited
 applause. Mrs. Hutton had very little
 to do as Lady Travers, but what lit-
 tle she had was difficult, and to say
 that she did it well is but a poor com-
 pliment to her excellent effort. Miss
 Joyce Dunfield was quite good as
 "Clara," the maid.

Mr. A. E. Holmes was the life of
 the play, and as "Pittacus Green," he
 gave a performance which has seldom
 been equalled on the local amateur
 stage. The part was not an easy one,
 and Mr. Holmes deserves all the more
 credit for his splendid characteriza-
 tion. I am thinking of sending him a
 bill for the embrocation with which I
 was compelled to annoint my aching
 sides as a result of laughing at his
 droileries. Mr. T. H. O'Neil had a
 very difficult part, that of the hard
 hearted father, and he played it in
 the powerful and able manner with

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In the northern provinces the drought has ended, and there has been abundant falls of snow and rain, which both improved agriculture and increased the electric current for the working of factories.

We understand that there is a considerable quantity of Labrador fish held there still unsold, but we believe it will be cleaned up before the winter comes. In fact, it has been moving into consumption fast since the middle of March.—Trade Review.

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 That night I learned my foolish love had made him very ill.
 Who would be kind must first be wise, In childish pleas much danger lies,

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