THE NEWS ST. JOHN, N. B., FRIDAY, FEBRUARY 19, 1909

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SIX

FOR THE PUBLIC HEALTH

Dr. J. B. Black of Hants County, Nova Scotia, is one of those favaluable men who bring to the advocacy of a needed reform expert knowledge coupled with enthusizatio confidence in the worth of his cause. His argumen for the establishment by the federal government of a public health bureau for the study of preventable diseases and the instruction of the public in the most effective methods of coping therewith, presented now to parliament for the second time, is one from which the government cannot afford any longe

to withhold favorable answer. From long medical experience and careful study of the problems connected with the maintenance of the highest degree of public health, Dr. Black has learned that Canada is tosing yearly over 27,000 valuable lives from diseases which are unnecessary and preventable. Every year about 15,000 children owe their death to lack of reasonable and practicable precautions. In other words Canada loses every year through neglect and ignorance of sanitary and medical methods nearly half the average annual immigration for the past ten years-immigration attracted at large expense. Is it not far better, as Dr. McAlister argued in his speech in support of Dr. Black's contention in the House of Commons Monday night, to save the lives of those we have than to spend large sums of money to bring in new people to take the places of those whom Death has captured from our insufficient defenses.

And this saving is possible. Typhold, consumption, and impure milk, for instance account for a large percentage of our annual casualties, and the majority of deaths from these diseases are due to sheer ignorance. True, the burden of blame for this must fall upon the provincial authorities, for upon these, by our constitution, is imposed of their provision. the responsibility of guarding the public health. With their activities the federal government cannot constitutionally interfere. It cannot establish hospitals and sanatoria nor make regu-

lations for the treatment of the contagious sick and the protection of the public therefrom. But it can, as Dr. Black suggests, establish & central bureau of sanitary and medical experts whose business it thall be to study the best methods of combatting disease, to assist the provincial authorities with information and advice and to spread broadcast among the people that knowledge of avoidance and cure which is life. And we can see no good reason why the government should not take action in this direction without delay.

-----STEEL AND COAL

Corporations may have no soul, but they have their fair proportion of hu- like St. Andrews and L'Etang before man nature. Witness this Steel and the traffic passes by and seeks winter inces, says The Herald, involves the Coal squabble for instance. Apparently outlet farther away from its source.

In transmitting to congress las week the report of his commission on Country Life, President Roosevelt laid emphasis on some facts which those whom good fortune has made farmers should hold to heart. Mr. Roosevelt does not hesitate to say that the great recent progress made in city life is not a full measure of our civilization, which rests at bottom on the whole someness, the attractiveness and the ompleteness as well as the prosperity of life in the country. It was not the sheep husbandry. bject of the commission to help the farmer to raise better crops, but to

call his attention to the opportunities for better business and better living on the farm. If, the President says, country life is to become what it should be, the farmer must take advantage not only of the agricultural knowledge which is at his disposal, but of the methods which have raised and continue to raise the standards of living in other callings. ---

HE ST. JOHN VALLEY RAILWAY

COUNTRY LIFE

Announcement of the Quebec and New Brunswick Railway Company's application for an amendment to its charter increasing its bonding powers, extending its allotted time for completfor free distribution to all those intering its road and authorizing it to conested in the sheep or its products who struct a line down the St. John river care to apply for it to J. G. Ruthervalley to this city should move the provincial government to action toward tawa. the investigation of the capacity of the company to carry cut this important work and if the report is favorable, to active effort for the furtherance of the enterprise. This company was chartered several years ago by Hon. John

Costigan and others and was about to begin operations when the National Transcontinental cut into its plans by covering part of the route through New Brunswick. Since then 't has appar- of the strong report recently made by ently turned its attention to the Valley route and has evidently been sufficiently attracted by the large opportunities there to take at least preliminary action toward seizing them. The need for additional transportation acilities throughout this particularly rich section of New Brunswick is so obvious and so immediate that no government with the interests of the province at heart can afford to leave a stone unturned that stands in the way

ST. ANDREWS

The town council of St. Andrews has road applies as a matter of coursessued a well printed pamphlet setting forth comprehensively and convincingy the merits of the harbor adjacent to that town as a winter port. "The natural winter port of Canada," the cover inscription describes it, and so long as the trade contnues to come to our own much abused harbor, we shall not quarrel with the title. Unquestionably St. Andrews has many natural advantages as a shipping port, and we are confident that they will in due time be used to an extent beond even the ambitious hopes of the publishers of the pamphlet. Though capable of considerably more expansion, St. John harbor cannot begin to

regardless of the fact that the prosper- The time of larger development is near the duty "of acting as a railway corat hand and the people of St. Andrews of New Brunswick and Nova Scotla in precisely the same way as the great railway corporations are charged with SHEEP HUSBANDRY IN CANADA the duty of adequately promoting the development of the other provinces A timely bulletin entitled "Sheep Husbandry in Canada," by Mr. J. B. principle of government ownership and where their lines exist. And, if the Spencer, B.S.A., has been issued by the Live Stock Branch at Ottawa. can only be upon the assumption that operation is to be sustained at all, it Mr. Spencer has taken up the task service equal to private service will be from practically all the standpoints given. If the small lines combined in that concern the sheep raiser in what-Ontario, if feeder lines are being built ever province he may dwell. After in the West, a unification of the Maridescribing the ideal mutton sheep he time Province system is right and gives a brief, though comprehe proper and necessary. The Maritime history and description of eleven of the Provinces are entitled to an energizpopular breeds. Next he covers in a ing railway service, and not merely practical way the establishing of a to the toleration of a system that has commercial breeding flock. Mutton never whelly satisfied the people it production as a highly specialized in- serves and has always disappointed dustry is dealt with by reviewing the those others who make good its losses." methods in vogue in Great Britain. This is precisely the argument Following this are appropriately dethat The Sun has urged in discusscribed the various systems of finishsion of the Intercolonial problem. That ing for the market in Canada. Nor this railway has not done for the Maridoes the treatment of the subject stop time Provinces such service as the C. when the animal is fattened, for it is P. R. has done and is doing for the would provide handsome profits followed right through the butchering West, for instance, is painfully ob- on the financial investment necesvious. While other provinces, under sary for the union. And it needs no and curing processes until the joint is ready for the cook. Then come secthe stimulation and encouragement of argument to prove that this policy tions on handling, dipping, wethering, transportation agencies which were not would be of inestimable advantage to feeds and feeding, housing, weed destroying, enemies, etc., each subject fering, but went out and made traffic roads. The thing is obvious. As the and incidentally built up the country, exhaustively treated according to the practice of the most successful shephave grown in trade and wealth and population, Eastern Canada, depending herds. Evidently recognizing that the inupon the government-operated Intercolonial, bound in the rut of its right

pound,' very common ewe, between pound, a very common ewe, serveen fieces and lamb returns should profit the New Brunswick farmer from five to six dollars a year. From these figures, and from the fact that sheep besitive healthy humility of and environment of such study will tend to produce a certain therefore a man as abraham Lincoln. Such a study will tend to produce a certain the study these conditions—not so much by actual punishment, perhaps, as by touching the public conscience by de-finitely naming as crimes certain the study will tend to produce a certain the study will tend to produce a certain the study will tend to produce a certain the study the study that the sove tentment with the serious considerarequire less grain feed than other healthy humility of mind which is the things now winked at-that the govrequire less grain least than other meaning number of mine which is the classes of farm stock, suiting them essential accompaniment of educa-particularly to a province where the contract progress. It will at least pre-growing of cereals is not a strong agri-serve the sense of mystery of human graft, and the operation of the law personality and lead to the conviction which has been in force in Great Briargues that, with good breeding, care that we have not yet solved the prob-ful selection and liberal feeding no lem of the making of great men. Whatever the efficient cause, the fact to give and receive secret commis likely to be more profitable here than is incontestible that Abraham Lincoln The section in this valuable book

belies the essential nature of the pro-

cess. The right way of doing the right

thing demands the insight of a prophet

and the heroic effort of a fighter. The

insight of such a man as Abraham

Lincoln is not an accidental possession.

It was compounded of common-sense

and conscience in equal and constant

proportions. The grim battle with the

physical realities of the frontier may

explain the intensely practical nature

of the man. He faced there real things

and conquered them. When in later

days other men were concerned with

imaginary difficulties and dangers, the

ghosts of unreality, his was the mind

to bring them back to grapple with

is in fact the right, and the right is

raham Lincoln rode the circuits of Il-

linois he confused his opponents by the

absolute simplicity and truthfulness of

his arguments. He won no victories

by the subtleties of fraud and the clev-

erness of lies. When he entered into

the unequal contest with Stephen A.

Douglas he was outclassed in every

other respect save in absolute sincer-

ity and direct and confusing truthful-

midst of an uncertain and questioning

people, surrounded by a condescend-

way to complete mastery by his power

to apprehend reality and by his abso-

It is not difficult to believe that

required an extraordinary occasion to

discover the greatness of Abraham

He was not a many-sided

lute fidelity to truth.

Lincoln.

lay.

ng and suspicious cabinet he won his

To such a man the sense

the real situation.

The section in this volume of the demanded rare qualifications. For the Mr. Aylesworth has closely copied, are thousands of sheep men. This chap-instruction of men it is, however, well worth renoting. They make it a mister, covering upwards of twenty of the to note that the task of national salcommon aliments, and accidents, was vation served to reyeal and not to conviction or on indictment with fine or personally prepared by the live stock make the strength of the man. He is nmissioner who is also veterinary. · national hero because of what he director general. As a practical home did; he is a hero worth paying heed to because of what he was. Such greatness is easier to discover doctor book for the flock-master this work will undoubtedly become a helpful standby. A review of the wool inthan it is to describe. . The deed that dustry concludes the text of the work such a man does is to the on-looker or of more than 125 pages of reading matthe historian, the obvious and necester. The book is profusely illustrated by some sixty beautiful plate illustrasary thing. The serane strength, the undisturbed assurance with which tions printed in sepia and a number of Abraham Lincoln pfloted his people line drawings. This attractive, comthrough days of dire national disasprehensive and practical "Bulletin, No. ter creates an impression of inevitable-ness and effortlessness which wholly 12 of the Live Stock Branch," is ready

ford, Live Stock Commissioner, Ot-----C. R. DEVELOPMENT

It is only natural that public opinion. not only in the Maritime Provinces but as generally voiced in the Upper-Canadian press, should be favorable to the union of the Intercolonial branches with the main line. There is really no room for any other opinion. The logic the commission which investigated these branches and estimated their value as feeders, is unanswerable. As they are, the radial lines are little bet-

ter than useless, by reason of cheap and insufficient equipment and feeble management. But joined to the Intercolonial and operated for a common purpose under a central management, they would not only become profitable traffic channels, but invaluable aids and stimulants to the progress of the communities they serve. The merit of the absorption policy is so obvious-a policy which every large company

that the only wonder is that its adoption and execution by the government has been so long delayed. As the Montreal Herald very sensibly points out, the Maritime Provinces are in the same position that Ontario was, long ago, when the Northern, the Great Western, the Midland, the Huron, Grey and Bruce, and the Grand Trunk served in their several costly and unsatisfactory ways the territory now served by all of them as the

man. He lacked many of the qualities which make toward success under or-Grand Trunk Railway. This sort of dinary circumstances. He might not consolidation is of the very essence of railway development. "It is a sure prosperity and national security when time Provinces are only addressing themselves to it now, whereas in the He served his fellow-countrymen in

men ask only for soft words and winaccommodate the traffic which three cranscontinental roads will be pouring eastward in the course of the next de-cade, and when this port's capacity begins to be overtaxed we look to the expoltation of near at hand harbors tion situation in the Maritime Prov-tion situation in the Maritime Prov-tion situation in the Maritime Prov-

ent assuming

THE BRANCH LINES

Having appointed a commission or

the eve of a general election to investi-

gate the value of the Intercolonia

branches as feeders for the main line,

and having, since the election was won

teen roads, the government is, in po-

of these branches would be profitable

and with improved equipment and pro-

more. The experts who have studied

the question are confident that the in-

creased returns from the enlarged traf-

fic incident to combined operation of

commission has pointed out, the

branches today are by reason of lack

of capital and insufficient equipment,

eral. It is to meet and endeavor to rates, the reduction of the number of employes and the cutting off of unsary trains, the road might be made profitable from a routine operating standpoint. But such methods will not furnish the matter and the spirit arnment has prepared this measure against private as well as political of development which these provinces require, and to which they are entitled. For this purpose-the chief purpose for which the Intercolonial was built and tain since 1906 provides encourageexists-expansive and progressive man-Of course it has always been illegal agement is necessary, management that recognizes the value of investing was a great man. In the day of na- the transaction has become criminal. but since the enactment of this statute money in the development of trade and tional peril he performed a task which The provisions of the measure, which population and industry in order that traffic may grow and bring with it increased revenue to pay for the outlay. That is the kind of management the

demeanor, punishable on summary Intercolonial and the Maritime Provimprisonment, for any agent corruptly inces need. Can the government, as to receive any gift or consideration for an operating agent, provide this? Our doing or not doing any act or showing correspondent says no. We say neither yes nor no. But we say or not showing favor or disfavor in relation to his principal's affairs; also for that the government has not in the any person to give to an agent or for past provided such management, and any agent to use any false or defective these provinces have greatly suffered thereby. If the government in the receipt or other business document with intent to deceive the principal. future shall infuse into the operation In order that the purport of this of the road the spirit and the methods statement should be appreciated some and can produce the results required of its forms may need to be defined. government operation will be justified; Within the meaning of the act an and not otherwise. All would desire to agent is "any person employed by or see the development we need come acting for another." whether that other through the people's government rather than through any other means. is a corporation or private individual. Indeed, the statute is expressly de-But we want the development. clared to extend to persons serving

under the crown or under any munici-THOSE RACE SHOERS pality, county, borough or district The Kentucky thoroughbreds importcouncil or board of guardians. A bribe, by the provincial government commission or consideration is given have arrived and it is gen-"corruptly" when the knowledge and erally conceded that they form permission of the employer have not been obtained. A false document is it is admitted by the importers that Mutilated Money, at First a handsome array of horseflesh. But to deceive" when the defect is not only be used for breeding purposes. made known to the employer. And it is admitted by the veterinary We see, then, that in Great Britain

expert who accompanied the horses. during the last two years it has been from their old Kentucky home that a criminal offense to bribe an employe their strain will effect no improvement of a business firm, a policeman or a reality is akin to the right. The real household cook. Every imaginable upon agricultural stock. Interviewed by The Sun, this expert, Dr. F. P.

case of corrupt commission is covered. Elatten, said—as reported in yesterthe only real. In the days when Ab- It is true that the number of convicday's paper-"Although the introductions secured under the act has been tion of thoroughbred stock into New restricted by the circumstance that the Brunswick cannot have other than a flat of the Attorney-General must be pronounced effect, the improvement obtained before a prosecution can be may by no means be looked for among instituted. Since March, 1907, however, ordinary draft and farm horses. To when the Secret Commissions and breed the imported animals with in-Bribery Prevention League was inferior stock would not be productive corporated, a good deal has been done of any results worth while." to insure a widespread operation of the Now where do the farmers come in ness. When later he stood in the new law is measureable, moreover, less statute. The beneficial outcome of the on this deal? It is admittedly a fine thing for turf enthusiasts, this imby the number of convictions secured portation of blooded race-horses, and It will doubtless be a good thing for than by the deternent effects. The mere knowledge that the prevention of corthose who delight in and can afford a ruption act has been placed upon the statute book and that its provisions

may be put in force at any moment has had excellent consequences. In the language of Sir Edward Fry, the president of the Bribery Prevention League, the act has created a suspicion bethey get out of it? tween the giver and the receiver of secret commissions and it is no longer easy for a person to give bribes.

It is always possible for the eming graft oriminal by declaring his ciation of Liberal Ministers for travelcommission to all whom it may concern. The vice of the system of commissions is their secrecy. As Lord a fact, that when members of the gov-Russell of Killowen pointed out when ernment travel in private cars, they do

the bill was under discussion, there so at their own personal expense-an is no reason in the world why men expense about four times as great as



Home knitting is quies and easy Machines. Socks and Stockings, Under-wear, Caps, Gloves, Mittens, etc.--Plain or Ribbed -- can be knitted ten times as fast as by hand, and for far less than they cost ready-made. A child can work our machines. Besider your own family work, you can make good money knitting for others.

FREE-6 illustrated Catalogues-DEFGHI Agents wanted in every locality for Type-writers and Home-money-maker knitting machines. Address CREELMAN BROS. Box 585 **GEORGETOWN**, Ontario

TAG DAY NETTED SUM OF \$1,347.60

Discarded, Sold at

Good Figure

WORK TO GO ON

The complete results from the "tag day" scheme last Saturday in aid of the Free Kindergarten Association show that the magnificent sum of \$1,-347.60 was realized. The amount given in last evening's papers did not include the mutilated or smooth silver which has been disposed of at its face value.

The Free Kindergarten Association as a result of "tag day" have sufficient funds to warrant them continuing the work.

Total No. of banks issued

The complete returns from "tag day" fancy, speedy roadster. But this are here given: scheme was advertised as one of the Total receipts.. . triumphant features of the Hazen gov-North End portion 245.88 City portion 1,086.82 Highest bank, city 25.55 ernment's progressive agricultural policy. And the farmers pay most of the bills for this luxury. But what do Second highest bank, eity Highest bank, N. E. Second highest bank, N. E. .. 13.84 Lowest bank, city Lowest bank, N. E.

PRIVATE CARS

all expenses in connection therewith-

And if, for this personal and public ad-

vantage, he is willing to pay a great

deal more than the ordinary cost of

travel, it would seem to be ground for

ommendation rather than for such

and a second

criticism as is common in the opposi-

NEW BRUNSWICKER SELECTED

NEW HAVEN, Conn., Feb. 16 .- The

following men were selected tonight to

represent Yale in a triangular debate

between Harvard, Princeton and Yale:

S. E. Keeler, New Canaan; J. F. T.

GOOD CHANGE

Coffee to Postum.

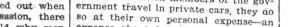
The large army of persons who have

O'Connor, Grand Forks, N. D.; R.

ger, Cortland, N. Y.

tion press.

Average per bank, about When hard up for other material for editorial fulmination, Conservative journals are given to indignant denun-EARTHQUAKE SHOCKS ling in private cars. It may not be generally known, but it is nevertheless



BILL DIS COM Carvell Says Justice Peace Should Try Cases Under Act

> **Political** Consideration Personal Prejudic Might Dominate

AYLESWORT

Aylesworth Promise **Consider** Carvell's 1 Suggestions

OTTAWA, Feb. 16.-The put in a quietly industrious day today, sticking closely to busin the legislation. As a result several government measures w vanced a stage and good progres made with the estimates. Hon, Geo. P. Graham's bill under control of the railway co sion rates to be charged by com

selling power developed from increased water powers created construction of the Trent cana put through the committee stag given a third reading. In all granted hereafter by the govern to power companies operating the canal a clause will be inseri quiring the approval of rates by railway commission.

In committee on Hon Mr. worth's bill to prevent the payme acceptance of secret commission discussion centred mainly points as to whether or not should be a limitation as to the diction of magistrates and justic the peace in trying cases unde act and as to the necessity of fo ing the words in the British Act i spect to specifying that the c sion must be offered or accepte corrupt intent.

Mr. Aylesworth stated that they ing of the British Act specifying rupt intent was adopted after thorough discussion. It was no tended to constitute the simple of gifts of a minor nature a crip offense. These might be given out there necessarily being any intent at all. The question of mining whether or not these gifts offered with the inten influencing business transactions be left to the decision of the court Mr. Carvell urged that it won unwise to allow a justice of the to try anyone accused of a viol of the act. Political considera and personal prejudices, he sugge might work out to the disadvanta the accused, and he believed that right of election as to the cour which he should be tried should given the accused. The Minister of Jostice saw no son for departing from the usual cedure of the criminal code. The ger pointed out by Mr. Carvell wa greater in the present instance in the case of any other violatio the criminal code. After some further discussion o bill, Mr. Aylesworth promised to into consideration the suggesti Mr. Carvell, and progress was re ed. After passing without furthe solution providing for increase salaries to inside civil servants house went into supply on the mates for Indians.

ous existence of each is necessary for the welfare of the other they have been do well to be ready for it. engaged for the past couple of years in a quarrel mutually injurious, having as its real motive just the same ordinary spiteful cussedness that might lead two farmers to join in mutual destruction of a valuable piece of woodland claimed by each rather than let the other receive any profit from it. The two companies are as inseparable as the Siamese twins. The death of the Coal Company means the death of the Steel Company, and any injury to the Steel works involves serious harm to the Coal industry. . The Privy Council's decision is much more favorable and reasonable from the Coal Company's standpoint than is generally understood. In effect it means that the Coal Company must supply a reasonable average quality of coal from a certain seam designated and not the best coal suitable for steel making, as decided by the Nova Scotia court. There is no reason, therefore, why the companies cannot get together and readjust their relations. It is nonsense for the Steel officials to say they can mine coal cheaper than the Coal Company can supply it. If they can do so they can claim no damages and would have to pay the Coal Company money. It requires only the application of common sense to get both together and adjust their grievances. Otherwise the legislature must inter-

vene and determine by a commission of experts, after viewing the condi-dustry differs in the various provinces tions, what the Steel Company can af- by reason of climatic and other condiford to pay and what the Coal Company can furnish for them, and to force arately. by legislation a complete acceptance of the verdict by the companies. If the that while the agricultural sections Steel Company refuses, the govern- of the province are devoted largely to ment can repeal the bounties which it is giving and establish lower duties. If tions admirably adapted for sheep can be made to forfeit a portion of its areas.

MR. BRODEUR AND PATRONAGE

After bellowing for Mr. Brodeur's dismissal from office daily for months past, The Toronto News admits that the main count of sits indictment creased. against him "is that he did not reform the patronage system until compelled to do so." And it claims that it is no inces, posesses a grain and flavor of defense of Mr. Brodeur to plead "that the patronage system has been in force ognized by many of the best paying since confederation." In other words, markets, with the result that buyers The News condemns Mr. Brodeur befrom Boston and New York are early cause in the first year of his official regime he did not do away with a prac- ing for lambs for the fall trade. Westtice prevalent at the time in every deern Canada has also entered the field partment and common to all governfor New Brunswick lamb, and early in ments in the Dominion's history. In the summer of 1907 placed an order view of the fact that The News is the with a local buyer for several carloads mouthpiece of men, Foster, Hasgart and the rest, who clung to patronage Provided the quality of the product in to be supplied during the autumn. while in office and who have given the kept up and improved there is very public no good reason to believe that | little danger of a decrease in the value they have since reformed; and in view of the Maritime lamb, even though the also of the fact that Mr. Brodeur, as supply is greatly augmented. The soon as the evils incident to patronage needs of the market already looking to were brought home to him broke away from all political tradition and set a new path for Canadian public men, the constantly growing demand from have learned to expect. We defend have been made upon him must appear to most fair-minded folk as insuf-

of way by politics and the dead inertia tions, the author treats each case sepof bureaucratic control, has stagnated. If the road is to be continued as a Of New Brunswick the writer says government institution-and none seem so erger for such concinuance as those who are suffering by it-the government owes us the same quality of service other provinces are receiving from their transportation lines; owes us imraising. According to the latest census migration and settlement; owes us returns the province has one cow for branch line development; owes us efeach two acres of pasture land, and fort to create traffic by the encourwhere organized dairying is the leadagement or establishment of new ining industry there is little reason for

dustries, the operation of steamship largely extending the keeping of sheep. lines, the maintenance of modern On rugged, or rolling land not already Elsewhere active company hotels. returning a profit from cows, the roads are doing these things, and more sheep stook might well be greatly in--are serving not only as engines of evelopment but as centres of stimula-The mutton produced in New Brunstion and example for individual enterwick, as in the other Maritime Prov-

should not the Intercolonial be made unusual excellence. This fact is recso to serve the Maritime Provinces? ----

tion with the one hundredth anniversary of Abraham Lincoln were very appropriately held amid the rule and simple surroundings of the original British legislation against the giving Lincein farm. For it is not well to or receiving of secret or corrupt comforget that this great and good man began his life under circumstances of ness of large improvement in Canadian dire poverty and gross ignorance. It is well that we remind ourselves that on the British law, which Hop. Mr. business life from the bill, modelled there is still a mystery about human The machinery of education

with the price of lamb at an aver-age of five cents a pound and tub edge. We assuredly do well occasion-in so far as they really exist, but a re-flection of conditions which are gene washed wool selling at 25 cents a ally to disturb our unwholesome con-

Aylesworth is to present to parliament in the near future. Here, as in England and elsewhere, graft. is by no means a peculiarity of politics; it pervades business and social life to an extent not generally realized; indeed, the

BRITAIN

manager to the most rigid business methodsincluding, as the advocates of commisflection of conditions which are gene sion operation admit, the raising of

should not stipulate for any manner Pullman car travel. The government owns some three or four private cars. of commission or compensation they choose, provided always they are open One of these is set apart for the use and above board, announcing what they of the Minister of Railways, but the are receiving and making their princiothers may be procured by any Minister by application in regular form. Obpals understand the terms on which taining the right to use one of these. they are working. cars for a trip, the Minister must pay

in this province largely on that issue, It has by this time come to be widely received from that commission a strong known in England that household serrecommendation in favor of the abvants no less than the employes of sorption of at least ten of these thircommercial establishments are affected by the anti-graft act. At present the litical honor as well as in business only safe course for a shopkeeper to prudence bound to translate that re-commendation into action without depursue is to give notice to the principal that he purposes to offer a gift or discount to the cook or the gardner. It has been demonstrated beyond rea-From the moment that the intention sonable doubting that the absorption to tip the servant is avowed the gift ceases to be corrupt and the anti-graft to the main line. Already they furnish law is no longer applicable. The case a large amount of Intercolonial traffic, of "Christmas boxes" seems to be exceptional, it being held that Christgressive management they would unmas presents, if openly and honestly questionably produce a great deal

> ---MORE I.C. R. CRITICISM

statute.

made as such, cannot fall within the

We publish elsewhere another comnunication from "W. C. M.," whose letter with reference to the Intercolonial was reprinted from the Montreal Gazette and discussed a few weeks ago. In his previous letter the writer showed, from convincing statistical comparisons, that the popular belief that local freight rates on the Intercolonial are unusually low is erroneous-that,

"not in a position to give a satisfactory in fact, the government road exacts service, and, in fact, we believe they have now about reached that stage of tariffs fully as high as the average company road in Canida, making al- Patterson, Bristol; W. R. Plumb, being more of a hindrance than a help lowance, of course, for the fact that to the proper development of the counthe Intercolonial carries a larger avertry. We are satisfied that the careful age of low grade and necessarily cheap nursing of present industries and the traffic than the others. He also condevelopment of new ones which would tended that the chief fault with the necessarily follow the absorption of government railway lay in its expenthese branch lines would make their sive operation due to political 'nfluabsorption of vital interest and one ences and management. In this letter worthy of the best consideration." he emphasizes these facts again and So from the viewpoint of either the points out in addition-in answer to I. C. R. itself as a financial institution the argument that the great need on or of the public interests involved there the Intercolonial is for the developshould be no delay in putting into ment of new traffic-that the expanpractice this policy which Hon. Mr. Emmerson has so persistently and

found relief from many chronic ailsion required for the development of ments from changing from coffee to its territory and the consequent crea- Postum as a daffy beverage, is growtion of new traffic is impossible under | ing each day. government operation. In this The Sun is inclined, by past it for oneself in order to know the experience, to agree with "W. C. M.," joy of returning health as realized by but, unlike him, will be heartily glad | an Ills. young lady. She writes: to be convinced to the contrary. That the Intercolonial in the past has not all my life and it a fected by stomach given to these provinces an efficient -caused insomnia and I was seldom

and energizing service; that it has failwithout a headache. I had heard about ed to give such aid and encouragement Postum and how beneficial it was, so to contributing industries as other concluded to quit coffee and try it. railroads have given in other prov-'I was delighted with the nces; that by reason of this lack of I can now sleep well and seldom evinitiative and stimulus and by reason | er have headache. My stomach has gotof the inevitably enervating influence | ten strong and I can eat without sufemanating from institutions which lack fering afterwards. I think my wable the incentive of personal enterprise, it system greatly benefited by Postum, has been one of the main causes of "My brother also suffered from sto-Maritime backwardness-all this must mach trouble, while he drank coffee. be evident to thoughtful men who face

but now since using Postum he feels the situation with open mind. so much better he would not go back It is also obvious that any Intercoto coffee for anything." lonial policy of which the keynote is retrenchment will not change these conditions. If the road were removed from all political influences; if the

ent were conducted according are genuine, true and full of human nierest.

Name given by Postum Co., Battle-Creek, Mich. Read "The Road to Wellville," in pkgs. "There's a Reason."

Ever read the above let er? A new one appears from time to time They

change.

STARTLE BULGARIA - Sig many

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LONDON, Feb. 17.-A dispatch to the Daily Mail from Sofia says that earth shocks were felt throughout Bulgaria yesterday. In some places chimneys were thrown down.

A dispatch to the Times from Sofia employes, provisions, etc.-and, unless says that during the past 48 hours he is on regular official business, must there were eighteen earth shocks in pay these out of his private purse. All Southern Bulgaria. Considerable dam-Canadian railroads haul these cars free age is also reported in the Yambolik, of cost, as a matter of courtesy, and in Eastern Rumelia and neighborhood the only expense to the public is for Several houses have fallen and the in-

their maintenance and the interest on habitants of a number of villages have their cost, which is the same whether spent the last two nights in the open the cars are in use or idle. The ad-----vantage of the private car is that the Minister using it may take his secretaries and assistants with him and prosecute his work as in his office.

PROVES FUTILE

SACRAMENTO, Cal., Feb. 16 .- An

navailing attempt was made today in the lower house of the legislature to accomplish by amendment to a school oill, the segregation of Japanese pupils in the public schools. Its intent was o do what was sought to be done by ssemblyman Johnson's measure that recently caused President Roosevelt to address the California legislature through Governor Gillett.

\$1,000 FOR MISSIONS Monday afternoon Charles

Northfield, Minn.; E. C. Weyman, Apohaqui, N. B., and H. E. DeF. Wid-Hutchings waited on Dr. C. R. Flanders, pastor of Centenary Church and handed to him the sum of \$1,000 to be devoted to missions. The money is part of the estate left by Mr. Hut-

chings' sister, Miss Margaret Hutchings. Mr. Hutchings was empowered to dispose of the property according to his own judgment and he decided to devote the amount named to mission work, and as his sister had been an active member of Centenary Church, he felt that the money should be paid o the mission board through that church. Five hundred dollars of this

2.4

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N/

It is only a simple question of trying contribution is payable to the General Mission Board of the Methodist Church, while the other five hundred dollars is contributed to the Methodist "I had been a coffee drinker nearly Women's Missionary Society.



An unusual event took place at Up per Norton, Monday, when Mr. Mrs. Samuel E. Frost celebrated thei 60th wedding anniversary. Mr. Frost was married to Miss Maria Hayes on 15 February 1849 at Upper Norton and have resided there ever since. It is rather remarkable that Mrs. Frost's brother and sister who were present at the wedding sixty years ago, are still

alive. There were between twenty and thirty present at the celebration last night. Among them were three daughters of the aged couple, Mrs. Banks, St. John, Mrs. (Dr.) A. D. Smith, St. John and Mrs. H. V. Dickson, of Jubilee, and also two sons, John F., of Burt Upper Norton, and W. H., of Manor, Sask. Another son, F. L., of Ottawa,

was not able to be present.

House adjourned at 10.15.

MAGNATES MAKE SCHEDULE PUB

CHICAGO, Feb. 16.-The bas schedule of 1909 will open April 14, cording to the National League sci ule, made public today. Brooklyn play at New York, Philadelphia Boston, Pittsburg at Cincinnati, and Louis at Chicago. The first mee between Chicago and New York, wh finished so closely last season, wil occur until May 11 at New York. I adelphia, Cincinnati, Chicago and Louis get one holiday each, at ho Pittsburg is given three and the o teams two each. The Saturdays home are evenly divided.





TORONTO, Feb. 16 .- The opening the Ontario legislature today was tended with all the ceremonies, n tary and social, usual to such

The paragraph in the speech the throne, read by Lieut. Gover Gibson, which attracted the most tention, was the following:

"A contract has been entered providing for the construction of electric power transmission line miles in length, all or the greater of which will, it is expected, be pleted by the end of the year. the last two months upwards of ty-five municipalities have voted favor of procuring power from Hydro-Electric Commission, thus ev ing the interest taken in the sub

forcibly advocated and which has been justified by every source of advice the government has sought. If the I. C. R. were operated by an active aggres prise throughout their territory. Why sive company, this absorption would, as a matter of ordinary business. have taken place long ago. ABRAHAM LINCOLN The principal celebrations in connec-PREVENTING GRAFT IN GREAT

inquiry as .to the working of the missions provides reason for hopeful-