

Montreal Telegraph

St. John, N. B., May 30, 1908.

SIR WILFRID ON TRANSPORTATION.

By all odds the most important statement yet made regarding the transportation problem...

The Premier divides the transportation question into three parts: water transportation, chiefly connected with the terminals, railway service for the rapidly growing prairie sections...

Passing on to the general transportation question the Premier said that this week or very soon, at all events, the government will introduce certain resolutions regarding a railway which would give the settlers of the West an outlet for their products...

In addition to such a line, he said it is now generally accepted that there must be another trunk line to connect the producing centres of the prairies with tidewater in the East...

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and should the company receive public assistance, it could only do so by building through to a Maritime Province port or, more likely, by agreeing to a proper division of rates between the Intercolonial and the G. T. Pacific from the West. The government could then compel the new line to hand over traffic to the I. C. R. as the Grand Trunk is now obliged to hand over the West to Montreal...

Should the Grand Trunk plan go through, a satisfactory arrangement with the I. C. R. would be insisted upon until such time as the Grand Trunk might build to St. John or Moncton.

JACK ASHORE.

"Looks Threatening Towards Canada" is a headline three columns wide and of considerable depth, in the Halifax Echo. At first glance it would appear that the foe is upon us, but an analysis of the article thus alarmingly introduced shows that there is no urgent reason why we should entertain the ancestral weapon of 1812 and prepare to welcome the invaders "with bloody hands to hospitable graves."

"Jack ashore," as we all have heard, is a notorious misnomer, and the cause of the Echo's "fix-bayonet" article is nothing more nor less than a report by Admiral Dorey, to the Secretary of the Navy recommending the immediate establishment of a coaling station at Dutch Harbor, Alaska, coupled with the statement of Rear Admiral Bradford, U. S. N., that Canada's attitude in reference to the Alaska boundary dispute is "threatening."

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PLANNING FOR GREATER CANADA.

To promote such business as will enable Canada to control the transportation of her own products, to give Canadians cheap and rapid access over Canadian lines through Canadian ports to the world's markets, ultimately in Canadian ships—such is the work before the Transportation Commission.

The immense importance of the work must be apparent to all who have read of the scope and duties of the commission, as outlined by the Minister of Public Works. The successful accomplishment of the commission's task means Canada for the Canadians in the largest, the best, sense of the phrase.

To survey the entire situation, to find where present lines fail and where other lines are necessary, to form into a harmonious Canadian system the railroads, canals, and natural terminals and make that system contribute mightily to the building up of a greater Canada—this is no mean undertaking, but it is a wise one and the country owes much already and will owe much more to the statesmanship which creates so powerful an engine for the broadening of our national life.

The aim of the commission will be to place the Canadian producer in such a position as will enable him "to compete successfully through all-Canadian channels with the producers and exporters of other countries." Taking the view that grain will seek the cheapest access to the desired market, it is proposed to make Canadian routes as cheap and convenient as other routes. The growth of the west has rendered the agencies of transportation unequal to the demands upon them. Moreover, it is recognized that our products must not only go cheaply and directly to the world's markets, but that they must retain their Canadian identity, and their Canadian reputation for superiority, unimpaired, and therefore they must go all the way through Canadian channels.

To this end the commission will make thorough inquiry regarding the conditions of original equipment, the storage facilities of river, lake and ocean ports, and all matters affecting transportation by land and water. It will recommend the improvement of present routes and methods, and it may order surveys looking to new routes. It will ascertain how far competition by American railroads, ships and ports may be constructed and how far the diversion of Canadian traffic to American ports may be prevented.

It will doubtless recommend the equipment of certain harbors on the lakes, in the St. Lawrence and in these provinces, as national ports necessary to the solution of the problem of national transportation. Those ports which are the natural outlets of the country by reason of their geographical position and their importance as distributing points of which St. John and Halifax are two—would thus have secured to them the business to which they are entitled and would be prepared by the federal government for the handling of such traffic.

The plan is a big one, but only one of national scope will survive. When our bounding trade is considered, when we think of what the last few years have meant for Canada and how great are the prospects, it is plain that the Transportation Commission is the creation of men who build not for a day only, but in preparation for the vast demands of the years to come.

THAT INVESTIGATION.

There is no telling what Commissioner Tweedie may do after hearing the evidence against and for the Chief of Police. He may consider the motive of the accuser-in-chief and some of the accusing witnesses. He might be influenced somewhat by the admission that the accused had a private grudge to satisfy, that this fact was known, and that the accuser thereby became the natural recipient of all gossip, well-founded or ill-founded, against the officer who was daily discharging the duties of his office and who for no other reason was likely to have some enemies.

The Premier came to the investigation entirely uncommitted in the premises by the local atmosphere of the case. There is an advantage in that, for the atmosphere was strong. He is a man of judicial mind, a good judge of evidence, keen in his knowledge of witnesses and accurate in his deductions from evidence heard. It is possible he might recommend that the Chief wear fewer buttons. The obvious persons interested in the charges against the Chief, will await the Commissioner's findings with lively interest.

AN ILL-TIMED STRIKE.

If you would know how the Montreal strike progressed these figures will tell you accurately: Receipts of the company on Saturday (the first day of the strike) Saturday, 8322; Monday, 8789; Tuesday, 8154. And full the company's cars were running Wednesday. Wednesday night the strike was declared off by the men.

The strikers chose the time to start with wretched judgment. The public was expecting to enjoy three days of rest and leisure—Saturday, Sunday and Monday—Victoria Day. They were not apt to view with much favor a movement which tied up the street car service on the morning of the first day. In saying this we regard as ludicrous for the fact that the street car patrons desire to ride during certain days

DEATH REVEALS AN UGLY STORY.

Amherst, N. B., May 27.—(Special)—An affair which last night looked like a common drunk and ejection, turns out today far more serious, and as a result one man is dead and another is in jail.

It seems that a man by the name of T. R. Wood was at the Cumberland House yesterday afternoon, somewhat under the influence of liquor, when W. G. Benner, a guest of the hotel, forcibly ejected him. Chief of Police Arthur was later called to take charge of the injured man, removing him to the police station, where Carewaker W. E. Stiles washed the man's wounds and made him comfortable as possible. It was not until this morning when he went to give him his breakfast, that he discovered that the man was totally unconscious. He immediately summoned medical aid and notified the town authorities who had him removed to Mrs. Miner's boarding house.

Clean clothing was supplied him and he was placed in a comfortable bed and all possible done for him, two physicians being in frequent attendance throughout the day. The man's face is terribly bruised and swollen and the physicians in attendance say that he died from concussion of the brain.

Benner was arrested and placed in jail until this afternoon, when he was taken before Stipendiary Mackenzie for preliminary examination. Three witnesses to the sad occurrence testified to seeing the unfortunate man thrown out of the Cumberland House by the accused and lay motionless on the ground until removed. The examination was adjourned until 10.30 tomorrow morning.

The accused is an agent and a frequent guest of the Cumberland House, which is kept by Mrs. Thomas Allen and her daughter, Mrs. Jack Weston. It is a temperance house and bears a good name. Benner is a large, powerful man, about 60 years, and apparently physically weak. The injured man goes by the name of T. R. Wood, but your correspondent interviewed Myers Moss, photographer, on whom Wood called yesterday, seeking financial assistance and gathered the following facts: That he was a native of Truro, his father working in Kellogg's shoe factory there. In 1883 the young man who then went by the name of Dick Wood, entered the service of Mr. Moss, at Pictou (N.S.), when he was conducting a jewelry business, remaining with him for two years since which time he has been leading the life of a tramp-repairer of clocks and watches. As a young man Moss says he was of a quiet and unobtrusive character.

The men engaged on the sewerage construction on strike today, owing it is alleged, that Contractor Clarke was not satisfied with the progress being made. No doubt all will be arranged at an early date and the work will be resumed.

GRAND TRUNK PACIFIC BILL UP AGAIN.

Company Will Amend Charter and Build Through New Brunswick to Moncton.

Mr. Oliver Wants Government to Have Control of Rates of New Road—Hon. Mr. Blair Wants Road Extended to Maritime Provinces Port.

Ottawa, May 28.—When the railway committee met today to take up the Grand Trunk Pacific bill, Mr. Copp, Digby, asked the minister of railways if he had any conference with or information from the Grand Trunk people about extending to the Maritime Provinces.

Mr. Blair said that he understood from the Grand Trunk people that they were willing to extend to Moncton and that they had not the slightest objection to having the bill amended in that direction. Mr. McCarthy stated that Mr. Wainwright had written Mr. Logan, M. P., who was secretary of a delegation of Maritime members, to this effect.

Mr. Oliver (Alberta) then resumed his speech, having not completed his statement at the last meeting. He proceeded to say that the question was not one of route, one of subsidy, one of government or private ownership, but one of rates. The question was as to whether the cost was going to remain the trade of the west, and the west the trade of the east. Railway rates from St. Paul to New York were as low as the cost of the haul, and very much lower than at a parallel point in Canada. The Canadian rates were as high as the traffic would bear, while in the United States the rates were as low as the cost of the haul. Without getting control of rates, the people were cutting their own throats—they were committing commercial and industrial suicide. The rate now to Nelson was as great as to Vancouver and back to Nelson. It would be better to postpone a transcontinental road to get control of rates. The Canada Atlantic Railway carried grain from De-

does not affect the justice or injustice of the strikers' position. Yet it was to be expected with.

Montréal, moreover, had just begun to shake off the stagnation resulting from the grave interruption of business due to the strike of the longshoremen and teamsters. The city had seen 1,200 eddies on duty in its streets, and had paid for their maintenance. It had seen some serious violence and feared more. It was not exactly hungry for more strikes. But the street car men went out—to save the prestige of their union, apparently. It does not look as if they had saved.

They have failed to tie up the line. There is only surrender ahead of them. And without discussing the questions at issue between them and the company, it is plain that they heeded foolish counsel from the first until they decided to go to work again.

EXECUTION BY ELECTRICITY.

There is a bill before the legislature of Michigan providing for the killing of all feeble-minded children born in that state after such time as the measure shall become a law. That it never will become a law is extremely probable, but the fact that such legislation is suggested shows the growth of that sort of discussion—the vivisection of criminals, the "removal" of the "aged and useless" members of the human family, the "electrocuting" of children born with abnormal brains. It is a morbid line of thought, much less sane than the enlightened and increasing efforts to diminish future crime, idiosyncrasy and physical weakness by education and intelligent preparation for the duties of parent-hood.

Nor is it even certain that killing by electricity is the most humane method of removing the criminal condemned to die. From Sing Sing comes news of a recent execution where five successive shocks were necessary—because, as the state electrician explained, the "subject" was an unusually thin man, whose hair was very thick and oily. Bony, the official explained, is a bad conductor. "Not that the prisoner knew of the exceptional order before him," he added, naively, in discussing the coolness of the condemned before the current was applied. The man was alive until after the final shock, though the electrician and the doctors are "practically certain" that unconsciousness followed the first shock. The certainty that five applications of the current were made and the uncertainty about the effect of the first of them leaves an uncomfortable impression. The public is told that the violent movements made by a man in the electric chair are purely physical, that death is really painless and instantaneous. But the public does not know the lay witnesses of such executions often suspect the worst.

NOTE AND COMMENT.

Looks as if we might have municipal geophysics, if the unanimous vote of the board of works has any weight.

DEATH REVEALS AN UGLY STORY.

T. R. Wood Thrown From a Hotel by Commercial Traveler.

W. G. BENNER ARRESTED.

It is Charged That He Ejected the Unfortunate Man from the Cumberland House, Amherst, With Too Much Force.

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St. John, N. B., May 30, 1908.

Men's \$6.00 Suits.

We have just received a large line of fine all wool Tweed Suits in stripes and mixed goods, which were bought at very special prices, and our customers get the benefit of this streak of good luck, as we have marked them at the special low price of \$6.00.

If you want to pay more for a suit, OR LESS, you can be sure here at any price in Men's Suits from \$3.00 to \$14.00. You can save money by buying suits here.

J. N. HARVEY, Men's and Boys' Clothier, 199 Union St., Opera House Block, St. John, N. B.

ASK YOUR GROCER FOR THE E. B. EDDY CO.'S

Headlight Parlor Match. 5 cents a Box. 3 Boxes 12 cents.

A Pipeful of "Amber" Plug Smoking Tobacco will burn 75 minutes. "Test It!" Save the Tags they are valuable.

TERRIBLE DEATH OF RIVER JOHN MAN. J. Lawrence Sutherland, Railway Contractor, Torn to Pieces by Dynamite.

COMPANION KILLED, TOO. Shock Threw Quebec Man 50 Feet and He Fell Dead in Front of His Own Home—Truro is to Have a Breach of Promise Case in June.

Truro, N. S., May 27.—(Special)—A telegraph from River John announces the death from a dynamite explosion of Railway Contractor Lawrence Sutherland, of that place, at Rouge (Que.), where he had a contract for construction of the Northern Colonization Railway.

Frederick Migeon and Sutherland were working on a hole fifteen feet deep and passing a large dynamite cartridge into position with a probing rod when the explosion took place. Sutherland's body was fearfully torn to pieces and Migeon was thrown fifty feet falling dead near the door of his own house, which was close to the railway. Sutherland's body will be brought to River John for interment.

Truro is to have another breach of promise of marriage case. Miss Farnam, Londonderry, has brought the suit for trial at the next assizes at the Supreme Court here. The alleged unfaithful lover is Henry Foreman of Sydney, formerly of Londonderry. Foreman is married and Miss Farnam has retained \$300 as a settlement for her wounded affections.

SPLENDID PROGRESS OF I. C. R. UNDER LIBERAL MANAGEMENT. (Continued from page 3.) where you will find a better class of men, more attentive, more courteous or more deeply interested in their work than the staff of the railway here. I am bound to say this in justice to the employees of the road, for I have heard them spoken of by many who have travelled over the road.

Mr. Blair said that he was of the opinion that these men would give the proper measure of praise. I am only claiming for the government that it realized what would be imperative if we would raise the Intercolonial from the alarming condition which it was in. It was necessary that we should not merely of a half million deficit, but if deficit far in excess of a half million are realized that it was necessary that we should go to work in a business like way, that we should adopt modern methods that we should act as men who know that good results were to be achieved only by adopting the necessary means for the economical working of the railway and the carrying of its traffic. It was only because we were impressed with the importance and necessity of going about the working of the Intercolonial from that point of view that I claim we are entitled to credit from the people of this country. (Cheers.)

Mr. Fowler Makes Assertions and Can't Prove Them. George Fowler, Kings (N. B.), alleged that Mr. Blair had interfered with the railway vote in St. John and Westmorland and influenced it in favor of the Liberal party. But when pressed for his evidence he could only quote rumor and the ministers' speeches in this city.

Hon. Mr. Blair—I want to take this opportunity of saying that what the honorable gentleman has said is absolutely and entirely without foundation. I invite him to take an early opportunity of reading my speech to the house and they will show that they do not corroborate him. Mr. Timmerman made an excellent speech. He said that a great deal was talked about the expense of the I. C. R. It was done now by the same officials and in the same manner that it always had been done, the rates were the same as in force since 1847 and the I. C. R. was the best asset the Dominion had. He made a strong and vivid plea for government owned railways.

IRISH LAD WINS BROOKLYN HANDICAP. The 12 to 1 Shot Comes in First and Breaks the Record. New York, May 28.—Irish Lad, a 12 to 1 shot, won the Brooklyn handicap today, breaking the record for the race. Best previous record was 2.06, made by Banstead in 1898. Gaudire was second, Shero third.

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