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ST. JOHN, N. B., SATURDAY, NOVEMBER 27, 1909.

MR. McBRIDE AND HIS PROSPECTS.

Premier McBride had two-thirds of the British Columbia members behind him in the last legislature. In the House elected on Thursday, he is practically without opposition. Not one of his supporters has been defeated, while of his opponents only three are left. The premier is elected for two seats, capturing one. The leader of the opposition is defeated in both ridings which he contested. Probably the strong influence of Sir Charles Hibbert Tupper may have reduced the Government majority in Vancouver, but no influence could make that city or the province bring in an administration allied with the Laurier Government. Last year the people of British Columbia expressed their opinion of the federal ministry, and the vote of this week confirms and emphasizes that verdict.

Mr. McBride has given the province stable, strong and progressive government. British Columbia has gone forward rapidly under his administration. The immense extent of the province, which is the largest in the Dominion, its enormous natural resources in timber and minerals, and vast crown domains, justify expenditures and guarantees for development which might be unsafe for smaller communities. The proposed line of railway will traverse regions hundreds of miles from means of transportation either by land or water. This construction opens up new land for cultivation and doubtless new mineral and forest wealth. Meanwhile the Grand Trunk Pacific is creating a terminal port on the Pacific. It will run five or six hundred miles through the province. The Dominion Government press is trying to offset the significant defeat of their party by predicting that Mr. McBride will compete for the party leadership at Ottawa. It would be quite within his rights to do so, but it is much more likely that he will wish to stay with his own province in the interesting and important era that is now dawning. British Columbia offers a sphere sufficient during the next few years to satisfy high ambitions. Mr. McBride will hardly wish at this significant period to leave to other hands the working out of his policy. He may well hope to be premier of Canada before he dies, as many other young men do, but he has at present a work ready for his hand which he can probably do better than any one else, and which he would hardly like to pass on to another.

Mr. McBride's greatest peril is the size of his majority. His Government would be in healthier conditions if it had a strong opposition. The premier will have too many to commend and too few to criticise him. He will be tempted to give over vigilance and caution. His supporters having no opponents to fight will be liable to discover causes of jealousy and distrust among themselves. In short he will be exposed to all the perils of a strong government with a feeble opposition. But in prosperity and adversity Mr. McBride has hitherto risen to the occasion. So we may expect him to overcome all the enervating and weakening influences of a too large majority.

HUNT THIS THING DOWN.

The latest Transcontinental scandal should be brought before the Commons and sent for investigation to a committee before the session draws toward a close. If the special committee be refused the best possible must be done through the public accounts committee, though Mr. Carvell, Mr. Macdonald and the old gang of blockers—minus Attorney General MacLean—will be there to head off the inquiry if it reaches out toward payments made before April 1908 or after March 1909.

Mr. Lumsden would be an important witness before such a committee. So would Major Hodgins. Both of these engineers were important officers, who refused to sanction false classification, and both have been obliged to quit the service. The successor of Mr. Lumsden is Mr. Gordon Grant, who interfered with Major Hodgins' classifications to the advantage of the contractors, and who now, to their still greater apparent advantage, has become chief engineer of whole railway. There is great boasting in ministerial circles over the celerity with which Mr. Grant operates. He is said to have rushed to District B, and cut down the amount allowed the contractors by about a quarter of a million. Then he hurried to District F and wrote off a third of a million or more from the amount previously allowed to Contractor McArthur. All which looks something like a panic. But if Mr. Grant is getting thus excited, it is not necessary for Parliament to lose its head. It is time to go deliberately about the task of finding out the extent of the graft, and fixing the responsibility. So far the only officers who have been dismissed are those who stood out for honest classification. It is time to begin to get rid of some of the other class even if they should be commissioners.

POTATO TRADE WITH CUBA.

Provincial Secretary Flemming and the Department of Agriculture did the farmers of this province a great service when they set about establishing the conditions for a flourishing potato trade with Cuba. The potatoes were here and the market was there, but there was needed a clearer knowledge of the requirements, a systematized chain of transportation, and suitable warehouse accommodation at both ends of the route. This organization may not be so complete as further experience may prove necessary, but it meets the existing needs, and is such as to protect the farmer and shipper from most of the risks which he had previously encountered. It is not now necessary to ship potatoes as soon as they arrive. It is not necessary to sell them as soon as they reach Cuba, and at such price as a Havana combine may dictate. The trade is carried on under conditions that give the farmer and shipper a chance to take care of his goods and to protect himself from loss. Elsewhere will be found an account of the progress of this trade, from which it will be seen that three cargoes are soon to be on the way to Cuba, that more are coming forward, and that shipments will continue at intervals during the winter.

It is not necessary to dispute with the extreme partisans who try to make it appear that, as Dominion Government agent Kirkpatrick was appointed to Cuba many months before Mr. Flemming took up the potato matter, no credit is due to the provincial authorities. Probably Dr. Kirkpatrick has given such information as he has been able to gather. It is certain that the initiative was taken by the Provincial Government, and there is no reason to suppose that the trade would be changed from last year had it been left to the federal agent. He has all Canada for his field, and doubtless does what he was sent to do. So far as is known he has not done much about potatoes, but he is a Carleton county man, and will doubtless give all the help he can to New Brunswick trade. Certainly Mr. Flemming will cheerfully recognize any assistance Mr. Kirkpatrick has given or may give in this enterprise. The benefit of a regular subsidized service will also be admitted. The Provincial Secretary is not after credit. He is after a market for potatoes.

IS THIS NEUTRALITY.

A Washington despatch to the New York papers says:

"One thousand Mauser rifles, one million rounds of ammunition and four machine guns shipped from a large ammunition house in New York have been safely received by the Nicaraguan insurgents, according to advices from General Estrada's followers which reached here today.

"The munitions of war were first shipped to New Orleans, and from there taken aboard the Utstein, en route for Bluefields. The safe landing of these arms is considered of prime importance to the insurgents under General Chamorro, now besieging General Toledo, who is reported bottled up in Greytown. In case of further activity near Bluefields the supply of ammunition will be helpful not only to the insurgents but also to United States marines should events make it necessary for them to join the ranks of those actually fighting in Nicaragua."

Nicaragua is a small and feeble state, but it is entitled to the benefit of international law as much as the United States was in the Alabama case.

IT WILL NOT WAKE.

The New York Herald explains that its suggestion of complete free trade between the United States and Canada has attracted great attention in Ottawa. Ottawa interest in this subject is doubtless polite and intelligent, but it does not keep anybody awake through the night. About twenty years ago Canadians had a party leader who went about saying that he preferred an American dollar to an English shilling, meaning that he would sacrifice our trade with and allegiance to Britain for the greater trade that the United States could give us. In the same party at the same time was another leader who said that Canada owed Britain nothing but forgiveness. But a score of years have brought experience and responsibility, and we no longer hear this kind of speech even from this kind of men. Many graves have been dug in the Dominion since 1888. Over some of them the grass grows well rooted and mature. In one of these graves the scheme of free trade with the United States lies buried. No corpse in the political cemetery remains more dead than this one, and the New York Herald should not lay sacrilegious hands on the remains.

OFFICIAL MISINFORMATION.

Mr. Murphy, Secretary of State, in his official utterance at Toronto, rebuked the Liberal press of that town for publishing news from Ottawa that had not been given on cabinet authority. Admonished by this letter the Toronto Globe sought from the ministers the cause of Chief Engineer Lumsden's resignation. Instructed by the department, the organ gave out the announcement that the chief engineer of the Transcontinental had resigned on account of ill-health. The statement, as we know by the publication of the correspondence, was distinctly false. Mr. Lumsden resigned because he would not be a party to a system of fraud which he had discovered and which he was powerless to prevent.

New Brunswick is represented in the British Columbia Legislature by at least two members. Attorney General Bowser, elected in Vancouver, is a native of Kent county. H. C. Brewster, elected in Alberni, was born at Harvey, Albert county, where his father was for some years collector of customs. Mr. Brewster is one of the three Liberals elected. Dr. King, a native of Chipman, who represented Cranbrook in the last House, was not a candidate. Mr. De B. Farris, also of Queens county, was a candidate in Richmond against Hon. Carter-Cotton, and was not elected. Mr. Garden from Woodstock, who was one of the members for Vancouver in the last Legislature, did not run again.

When The Standard says that Mr. Crocket obtained the important assurance from the Minister of Militia that the Infantry School would remain at Fredericton, the St. John Times offered the explanation that this only meant Mr. Crocket asking a question in the House and the minister answering it. This explanation is quite inaccurate, and does injustice to the minister, who went into the matter very fully in his own office with Mr. Crocket.

The Montreal Herald has made this discovery:—

"The only minister of railways who in recent years appeared to understand the Intercolonial problem was Hon. Mr. Emmerson, the one Maritime Province man to whom in a generation the administration of the Canadian Government railway has been entrusted."

Has Mr. Blair been so soon forgotten?

Lord Rosebery and our recent visitor, Lord Balfour, would be much for open war, O Peers, against the budget, and are not behind in hate. But for reasons similar to those given by another eminent personage, they counsel ease and sloth.

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IN THE COURTS

SUPREME COURT CHAMBERS.

Baxter vs. Minas Basin Co.

His Honor Mr. Justice McKeown will deliver judgment in the case of Baxter vs. the Minas Basin Company this morning at 11 o'clock. This was an action under the Workmen's Compensation for Injuries Act. In April last, the plaintiff, Frederick Baxter, lost his finger while adjusting the propeller of he S. S. Brunswick. He brought suit and the matter was tried out in chambers before His Honor, Mr. A. A. Wilson, K. C., appeared for the plaintiff and Mr. W. H. Harrison, for the defendant.

COUNTY COURT CHAMBERS.

In Re H. W. Stackhouse.

In the matter of the application of Hanford W. Stackhouse to be discharged from the limits of the common jail, defendant yesterday making disclosure and showing that he was unable to pay his debts, His Honor Judge Forbes granted the application. Mr. J. J. Porter appeared for the applicant and Mr. H. H. Pickett and Mr. G. E. Logan for judgment creditors.

Final judgment was signed in the case of Hartt vs. McCluskey for $55.40. Mr. L. P. D. Tilley.

CIRCUIT COURT.

Jones vs. Burgess.

The case of Robert Jones and Company vs. Burgess and Sons, Limited, was continued in the Circuit Court yesterday before His Honor Mr. Justice McLeod and a jury. When the court opened at ten o'clock in the morning the plaintiff, J. William Jones was on the stand. He was stood aside and James Whelphy, bookkeeper for the defendant was re-called. Before the court arose for lunch Mr. Jones again took the stand. His cross-examination was commenced by the Attorney General when the court resumed in the afternoon at half past two.

About an hour before adjournment last evening the Attorney General moved that the plaintiffs be non suited.

Mr. Mullin opposed the motion and was presenting his argument when the court rose shortly after five o'clock. The case will be resumed this morning at ten o'clock.

Mr. Daniel Mullin, K. C., and Dr. R. F. Quigley, K. C., appear for the plaintiffs and the Attorney General and Mr. F. R. Taylor for the defendants.

EQUITY COURT.

The case of Seely et al vs. the Francis Kerr Co., Ltd., was concluded in the Equity Court yesterday afternoon before His Honor Chief Justice Barker. Argument will be presented on Tuesday next at 11 a. m.

When the court resumed at ten o'clock yesterday morning the plaintiffs called William J. Swanton, a seaman. Witness told about seeing vessels dock at the southern end of the Seely wharf.

This closed the plaintiff's case and Mr. Skinner opened for the defendants.

About two hours was spent in putting deeds and plans in evidence. The Common Clerk H. E. Wardroper was called for this purpose. James MacAuley a wharf builder for the city and Albert Trainor also testified. They swore that few if any vessels ever docked on the southern portion of the wharf. Frances Kerr, the president of the defendant company was on the stand when the court adjourned for lunch.

Afternoon Session.

When the court resumed in the afternoon at half past two, Mr. Kerr told of the relations of his company with the plaintiffs.

Mr. Wardroper was re-called and through him a plan and the minutes of the Common Council meeting, at which it was decided to draw up this plan, were received in evidence.

Matthew McGuiggan was the last witness and his testimony was practically a corroboration of the evidence of MacAuley and Trainor.

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Victoria.

T. S. Peters, Gagetown; G. N. Wilson, Toronto; G. W. Ganong, St. Stephen; W. J. Cooney, Megantic; Mrs. W. S. Knowles, Miss G. A. Roache, Boston; F. D. McDonald, Summerside; J. L. Chisholm, Halifax; D. A. Cameron, Moncton; W. H. Berton, Boston; A. L. Watson, oMntreal.

DEATHS.

Miss Mary T. Donahue.

The death of Miss Mary T. Donahue, daughter of Julia and the late Timothy Donahue occurred yesterday at her mother's home in Milford. Besides her mother she is survived by two brothers—Daniel and John at home, and three sisters—Mrs. M. Shanahan and Misses Laura and Julia of Boston. The funeral will be held on Sunday afternoon.

Mrs. Mary Geary.

The death occurred on Thursday of Mrs. Mary Geary, widow of Mr. Dennis Geary, at her home, 98 Harrison street, Mrs. Geary resided on Harrison street for about fifty years. She is survived by one son, Daniel, of this city. The funeral will take place this morning to St. Peter's church, where requiem high mass will be sung at nine o'clock.

Mr. William Sharkey.

The death of Mr. Wm. Sharkey, who was stricken with paralysis in Montreal, a few days ago, occurred yesterday. Mr. Sharkey was a son of the late Mr. Peter Sharkey Woodstock, formerly of St. John, and for some years past has been in the employ of the C. P. R. He was over fifty years of age, and is survived by one sister, Miss Sharkey, living at Woodstock, and two brothers, Peter C. and Thomas, living in St. John. The body will be brought to St. John today for interment.

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Arr. St. Stephen .. .. .. 12.30 p. m.
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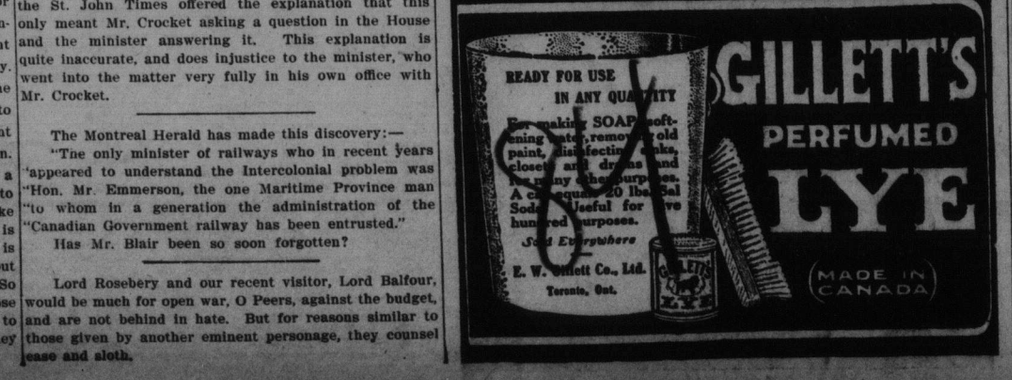

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