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# The News.

ST. JOHN, N. B., SEPT. 13, 1907.

## POLITICAL INDEPENDENCE.

The system of party government, which has for some generations been regarded as a heaven-sent device whereby democracy accommodated itself to the fundamental differences in human nature, has in these later days found certain unfriendly critics who discover it to be the cause of most of our present political ills. The new doctrine has so far affected the sentiment of the day that, whereas a few years ago a man without a party was regarded with suspicion if not contempt, at the present time it has become quite the fashion to deride the outspoken Liberal or Conservative as a narrow-minded partisan and to profess with pride one's independence in matters political.

These critics of party government are of various sorts. There are the honest and sincere radicals who firmly believe that party machinery offers opportunity for the appeal of the demagogue and the grater and for that reason becomes a serious hindrance to the effective utterance of the will of the people. There are besides, others who are quick to detect the popularity of a novel complaint and who vociferously protest that they do not share the narrow partisan spirit which must be dominant in all those who profess any political allegiance. They pose as the salt of society, and point as their qualification for the performance of a function to their declared intention to act outside party organizations.

In view of such a condition of affairs it is well for the intelligent citizen to ask himself seriously if, after all, the system of party government is detrimental to the best interests of the country. If the judgment of the past is to be reversed at this date, if the man who confesses to party affiliation is quite the enemy of good government, he is sometimes political economy, as in questions of political economy, as in everything else, respect must be paid to that which is possible as well as to that which appears ideal. He must demand that a democracy offer the individual citizen opportunity to express in detail his political opinions, sounds plausible, but its essential fallacy is apparent when attention is given to the chaotic conditions which would inevitably follow such a system. Men have long since discovered that if they would give effect to political ideas they must unite, and that such union is possible only upon the basis of individual compromise. The division of the common factor is the key to social order.

Moreover, that order is most stable and also most democratic, which is a sturdy offer for popular judgment and a choice between two alternatives. Factions which present a variety of possibilities invariably cloud the issue and confuse the popular mind. The experience of the past century abundantly justifies the conclusion that a popular assembly divided distinctly into two great parties will more accurately and quickly give utterance to the opinion than the assembly composed of small factions and presenting innumerable and nicely defined issues.

There is, however, an essential detail, the omission of which would defeat the ends of democracy. The policy of a party must be the result of thorough popular discussion. It is, therefore, within the councils of the great parties that the intelligent citizen may hope to make his political opinion heard. The man who attempts to stand upon the floor of any legislative assembly and deliver a sermon to existing political parties is very apt to discover at the conclusion of his harangue that he has accomplished practically nothing. Parliamentary discussion elucidates party policy, but it does not today determine that policy to any great degree.

The situation may not be ideal, but it is apparent that if a citizen desires to be a positive force in the making of the great political parties, he must have the right to express his opinion through one of the great political parties. Though a few men of forceful personality may stand without all party organization and by their expression of opinion hope to effect party policy, it is evident that the citizen's influence most effectively exercised his influence most effectively by acquiring a position of respect and trust within party organizations.

We are frequently told that the crying need of our day is for more profess to be totally independent of party affiliation. It may appear, however, that such an independence is not so desirable as it appears. It is easy enough for a man to gain temporary notoriety by declaring his freedom from the influence of any party organization, but he must be strong indeed to accomplish any useful work in such a position or even to escape political annihilation in the continual friction between the two parties. Experience has proved this so often in individual instances that it has almost become a commonplace that independence is but a stepping stone from one party to another.

Under existing conditions our great need is not so much for free lances in politics as for men who have the force and the courage to remain within party organizations and insistently and persistently to stand there for an enforcement of their ideals. Whatever the future may contain it is evident that to-day the great political parties perform an essential function of democracy in that they discover the greatest common factor in prevalent political action and render public action practicable.

## MR. GRAHAM AND THE I. C. R.

The new Minister of Railways is reported to have summed up his policy with regard to the management of the Intercolonial as follows:

- 1.—The road must give good service to the people.
- 2.—It should pay its way and if possible pay some interest on the investment.

3.—Beyond this the government road should not aim at profits, but should reduce fares and thus bring about a reduction of fares upon other roads.

Mr. Graham has accurately stated the public ownership of the Intercolonial, that the people whom a public utility directly serves should be the first consideration, but that this should not be allowed to obscure the interests of the general public. The Intercolonial, to justify its existence as a government railway, must give its constituency the best service possible at the lowest possible rates; but the rights of the people in other provinces who are joint owners of the road but not joint users of it, demand that the service shall not be a burden upon them; that the road shall be honestly and economically managed and shall exact enough from the traffic to enable it to pay its own way. This was the principle upon which Mr. Emmerson reorganized the Intercolonial system, and the Maritime Provinces can fairly ask nothing more.

But Mr. Graham's statement that the road should, "if possible, pay some interest on the investment," requires further elucidation. The new Minister cannot be unaware of the fact that the Intercolonial was not built as a business investment; that the conditions under which it was constructed and operated for many years have absolutely precluded the possibility of its paying its way, until very recently. Had the road been built and run by private capital it must long since have passed into bankruptcy and have had its original investment wiped out, as has happened to the American Intercolonial. It is impossible that Mr. Graham should have had some time in his history. Also Mr. Graham must realize that the services the Intercolonial has rendered to Canada, politically and commercially, since its construction, have paid its debt to the country many times over. As Mr. Emmerson put it, the government railway has had a surplus every year that did not appear in the books, but was felt in the pockets of the people. Under the circumstances, it is impossible that Mr. Graham should propose to burden the present operation of the Intercolonial with its original cost and the debt it has accumulated in its operation as a political bond of Confederation.

It is gratifying to note that Mr. Graham, unlike the majority of his fellow provincialists, is able to recognize the usefulness of the Intercolonial to other portions of Canada, than those which are traversed by the Atlantic route. The people's road has done this country a service which the people generally are slow to realize. Its influence in this direction, though great, is not the only one. The Intercolonial has been felt all over the Dominion, and the farther west the road is extended, the more effective this influence will be.

More detailed statement of Mr. Graham's policy cannot be expected until he has visited and inspected all the vast property under his control. Soon after his election the Maritime Provinces will look to him and will await with interest his ideas regarding the need of protecting Intercolonial local traffic from the encroachment of competing corporations and regarding the advisability of affording a permanent flow of traffic from its feeding branches by making them a part of its system.

## SEWAGE POLLUTION OF STREAMS.

A discussion of sewage pollution of streams proving the dangerous effects by excreta from many localities, appears in the September issue of Municipal Engineering Magazine from the pen of Charles Carroll Brown, M. Am. Soc. E. B., who gives the result of a careful investigation in an article which is particularly interesting to the St. John river communities.

After showing the increasing importance of this question owing to the rapid growth of the city populations and of the number of cities using sewer systems, Mr. Brown calls attention to two factors: First, that sewage pollution may be so great in amount as to produce a positive nuisance in a stream, and second, that it may be so slight as to produce no visible effect upon the stream, but may very seriously affect the water supply taken from the stream below the sewer outlet. These two conditions are quite different, and they must receive quite different treatment. They may also have quite different standing before the courts.

Where nuisance only is to be prevented the law may be made very simple, and the location of the charge for abating the nuisance is easy. It is readily recognized that no municipality or manufacturing establishment has the right to produce such a nuisance, and that it must abate one which is created.

The other effect of sewage pollution Municipal Engineering says, is more difficult to control. The stream into which the sewage is discharged has little water, but much sewage, washing down from the stamp mills at the gold mines, which destroys the effect of the sewage, but Middletown, N. Y., under the same conditions, except there is no stamp washing down continuously, is obliged to purify its sewage because years of experience have shown that the nuisance created by the unpurified sewage was increasing from year to year.

Municipal Engineering says that instances of the cumulative effect of distasteful friction between the two parties. Experience has proved this so often in individual instances that it has almost become a commonplace that independence is but a stepping stone from one party to another.

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## from nuisance by sewage pollution of streams.

The damage done to water supplies by sewage is even harder to reach, it can be prevented only by statute, and there are but few states which have any laws on the subject. Here again the variations in conditions make a difference in requirements. Thus, a stream might be polluted at its source, but be perfectly safe to use at its mouth, say twenty miles away, because the stream has thoroughly purified itself within that distance; while in another case, the proportion of pollution being greater or the conditions of the stream being less favorable, the water should be unsafe as a water supply. Cumulative pollution from a series of towns may seriously damage a lower water supply in one case and not in another. It is, therefore, quite impossible to lay down rigid rules which may be applied to every case.

The study made of the Mohawk river for the New York State Board of Health shows the varying effects of stream conditions on cumulative pollution. Schenectady's water supply, when drawn from the river, was polluted by the drainage from Amsterdam and cities above, and the source of supply was changed. West Troy and Cohoes supplies taken below Schenectady were not seriously polluted under normal conditions, and the study of flow in the Mohawk river itself were the only reasons for difference in effect. However, when the ice formed over the river in a very severe winter, the pollution was very pronounced, and the epidemic fever in Schenectady producing an epidemic in West Troy, which was stopped by using water from an unpolluted source.

While the article is guarded in drawing no general conclusions, the impressive facts which it presents permit only one deduction: that the necessity for protecting our water supplies is becoming every year more urgent.

## CANADA'S BIG YEAR.

The statistical report of Canada's commerce for the year 1907, showing an aggregate trade of \$212,052,107, moves the New York State to complementary astonishment. "A very important feature of figures for a country with a population of about six millions," it exclaims, "is our overseas business, which is large per capita as that of our neighbors. Our foreign trade would be about eight and a half billions of dollars instead of a little less than three and a half billions."

Another feature which strikes the Sun as remarkable appears in a comparison of Canadian commerce with American. It is that the rate of increase is greater in Canada than it is in the United States. In 1897 Canada's total foreign trade was \$287,168,882. The gain for ten years has been 138 per cent. During the same time the American gain has been only 82 per cent.

## Truly this is Canada's century?

## WANDERLIED.

Oh, when shall I come home again—  
My darling tell me true?  
To wander, then, to wander west  
A dreary thing to do!

See summer burn the changing leaves  
Beneath the homelands sky,  
White winter fold familiar eaves—  
Oh, when shall I?

The rose shall tinge the covert,  
And the field-bird leave her nest.  
And autumn gather golden grain  
Against her glowing breast.  
The Word shall find the snow-banned,  
And the wanderer back shall fly,  
And aliens seek their native land—  
Oh, when shall I?

The axe strike the yielding pine,  
The beams swing up of yew:  
To build a house for love and rest's  
A happy thing to do!

A feathered pair have swung their nest  
Two feet, first, and high,  
And everyone finds home and rest—  
Oh, when shall I?

—Marie van Vorst, in Scribner's.

## THE RAINY DAY.

When I woke up this morning, oh! the rain was pouring down,  
Drip, drip, dripping from the eaves;  
N' the storm wind was a callin' with a little sobbin' sound.  
Swish, swish, swishin' 'thru' the leaves.  
N' then I know, because the wind was callin' just that way—  
I knew that it would rain 'n' rain 'n' rain 'n' rain all day!

N' when the dark came down at six,  
The rain was drippin' yet,  
Pit, pit, patter on the pane;  
N' I looked thru' the curtain, out at all the shinin' wet.  
N' then I said when Daddy came 'n' carried in the light—  
'Tis goin' to rain 'n' rain, Dad, 'n' rain 'n' rain all night!

—Laura Campbell, Yonkers, N. Y.

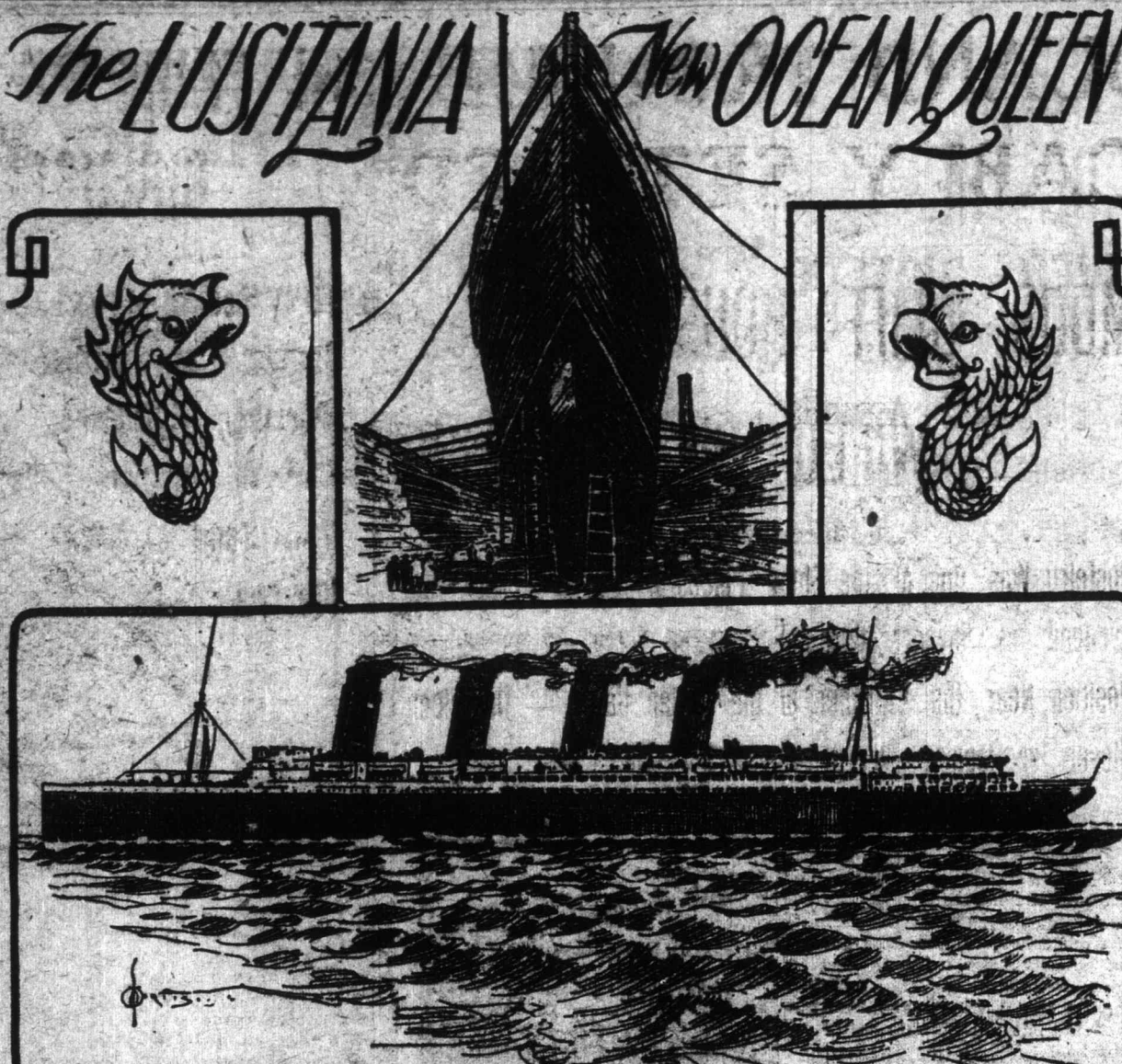
## THE HEART OF THE LAKES.

There are crags that loom like specters  
Half under the sun and the mist;  
There are beaches that gleam and glisten;  
And lips held up to be kissed.  
There are miles and miles of waters  
With a glad, harmonious motion,  
Like happiness caught at rest;  
In love with its own glad rest,  
Beating and beating for ever  
Outward to east and west.

There are forests that kneel for ever  
Robbed in the dramatic haze  
That God sends down in the summer  
To mantle the gold of its days;  
Kneeling and leaning for ever  
In winding and sinuous bays.  
There are birds that like smoke-drift  
Hover  
With a strange and bodiless cry,  
Into the dream and the distance  
Of the marshes that southward lie,  
With their lonely lagoons and rivers  
Far under the swelling sky.  
—Wilfred Campbell.

## DEAN O'CONNOR DEAD.

KINGSTON, Sept. 12.—Saturday Vespers. Dean O'Connor, stationed at Marysville, Tyndinaw, was stricken with apoplexy and died this morning, aged 83 years.



In this centennial year of Robert Fulton's steamboat invention, several gigantic ocean steamships, marking vast advances upon all predecessors, have been completed. The latest is the greatest. It is the Lusitania of the Cunard line. More figures tell little of the marine marvel which soon begins her voyages between England and the United States. The Lusitania is 700 feet long, 88 feet wide and has a plated depth of 60 feet. She made a speed of 26 knots on her trial trip. She has nine decks. The hull is divided into 178 watertight compartments, rendering the vessel practically unsinkable. Placed in the main frames and beams in the skeleton of the craft would extend thirty miles. To rivet the steel plates to the beams 4,000,000 rivets, aggregating 600 tons in weight, were required. The Lusitania has four great funnels, each twenty-four feet in diameter. She will carry more than 2,000 passengers and a crew of 400 men.

LIVERPOOL, Sept. 7.—Amid the cheering of tens of thousands of enthusiastic people and the shrieking of manifold sirens, the giant Cunard Line turbine steamer Lusitania sailed this evening on a 5,000 mile race against time, across the Atlantic, which all in England tonight are confident will win back for the Cunard Line the laurels wrested from them ten years ago by the North German Lloyd.

Probably never before has so much interest been displayed in the maiden voyage of a new vessel.

The Lusitania was over one hour late in starting, and it was five minutes past nine this evening when the huge vessel swung out clear of the landing stage and started to chase her smaller sister, the Lucania, that with four hours start already was far down the Irish channel.

The scene was a memorable one. Fully 100,000 spectators lined the landing stage and the river banks, yelling themselves hoarse as the liner gathered headway down the river.

Every river steamer and riverside factory for miles along the Mersey, joined in a deafening chorus of good-wishes. Lit up from stem to stern with lights glinting from the port-holes, marking her numerous tiers of decks, the mammoth proportions of the Lusitania were emphasized by the illuminations. The demonstration reached its climax when the vast multitude broke out with Rule Britannia. This song

was taken up by the crowds on the Cheshire side of the river and sung until the ship, with her three thousand passengers had passed slowly beyond the sight of the riverside promenade.

The Lusitania will be allowed to go as far as Queenstown, but from there it is expected that she will be driven at full speed. Of course the officials of the Cunard line say that no race is contemplated, but the engine room crews of the two vessels have been busy for a week getting the engines to do their best on this occasion.

Twenty hours is about the lowest estimate by which the Lusitania is expected to beat the Lucania into New York. All the accommodations on board both vessels are taken up.

## COUNTRY MARKET.

Wholesale.	
Potatoes, new per bush.	0.40
Potatoes, per bbl.	1.00
Beef, western.	0.09
Beef, butcher.	0.075
Beef, country.	0.06
Mutton, per lb.	0.06
Lamb.	0.10
Pork, per lb.	0.09
Ham, per lb.	0.15
Roll butter.	0.22
Tub butter.	0.20
Eggs, per dozen.	0.21
Turkey, per lb.	0.10
Fowl, per pair.	0.75
Chickens.	0.60
Cabbage, per doz.	0.40
Hides, per lb.	0.08
Calf hides, per lb.	0.13
Lambskins, each.	0.03
Sheepskins, each.	0.00
Veal, per lb.	0.08
Peas, per bushel.	0.65
Beans, per bushel.	0.60
Tomatoes, per box.	0.40

Retail.	
Black duck.	1.00
Woodcock.	1.00
Roast beef.	0.11
Spring Lamb, per lb.	0.12
Beef, corned, per lb.	0.09
Pork, fresh, per lb.	0.15
Steak.	0.14
Ham, per lb.	0.09
Bacon, per lb.	0.18
Tripe, per lb.	0.25
Chickens, per doz.	0.60
Butter, dairy, rolls.	0.25
Butter, tubs.	0.23
Lard, per lb.	0.18
Eggs, fresh.	0.09
Onions, per lb.	0.05
Cabbage, each.	0.05
Potatoes, new, per peck.	0.25
Colery.	0.10
Lettuce, per doz.	0.05
Parley.	0.05
Beets, per bunch.	0.05
Carrots, per bunch.	0.05
Cauliflower.	0.10
Squash.	0.06
Spinach, per peck.	0.40
Radish, per bunch.	0.05
Peas.	0.05
Beans, per peck.	0.20
Eggs, per dozen.	0.25
Sausages.	0.15

Fruit.	
Black duck.	1.00
Woodcock.	1.00
Roast beef.	0.11
Spring Lamb, per lb.	0.12
Beef, corned, per lb.	0.09
Pork, fresh, per lb.	0.15
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Eggs, fresh.	0.09
Onions, per lb.	0.05
Cabbage, each.	0.05
Potatoes, new, per peck.	0.25
Colery.	0.10
Lettuce, per doz.	0.05
Parley.	0.05
Beets, per bunch.	0.05
Carrots, per bunch.	0.05
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Squash.	0.06
Spinach, per peck.	0.40
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