

The Standard

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SAINT JOHN, TUESDAY MORNING, JUNE 6, 1911.

THE GUARANTEE TO THE CANADIAN NORTHERN.

A few days ago we discussed the proposal to guarantee \$35,000,000 bonds of the Canadian Northern Railway Company on 1,000 miles of road, partly built and to be built from Montreal to Port Arthur. The debate in the House, May 17th, threw additional light on the absolutely vicious methods of the Government in its financial legislation. The proposal was not brought in the House until May 11th, and the long adjournment was slated for the 19th. The House went into committee on the bill on May 17th, just two days before the close. What we protest against in the interests of sound legislation is the now settled habit of the Government in bringing such measures, involving new and onerous burdens upon the country, without due notice and when Parliament is in no position to act with knowledge and deliberation.

For six months the House had been in session, and this measure was deferred until adjournment was pending. The Leader of the House and several ministers, and fully two-thirds of the members, were absent, having departed on business, or to their homes in view of the adjournment arranged for. When even then the proposal was made it is supported with childish acclamation on the part of the minister, is based on no reliable information, and is so loosely drawn that the route is defined only by the points of connection over 1,000 miles separated. The exact mileage has not been determined and the limit finally fixed by the act for bonding is 1,050. This means an addition of \$1,750,000 to the \$35,000,000 as first proposed. This, with the two years' interest which the Government is to pay, makes a total of \$38,000,000. As to the safety of the guarantee the House had no information, and had to rest satisfied with the simple assertion of the minister that he had looked into it and was satisfied that it would not cost the country a cent. There was no report of any engineer of any kind whatever as to the conditions of the parts already built, or the character of the country through which the remaining portion is to be constructed.

As to the probable cost of the road there was no report, and no estimate even by any engineering authority. The minister guessed at \$50,000, but it is evident that much of the mileage can be completed for less money. So far as any information was afforded to the House it is open to say that the country is providing the whole amount necessary to construct 1,050 miles of railway for a powerful company, which 1,050 miles will pay handsomely from the day it is opened. At least both the minister and Sir Donald Mann make this declaration.

The security for the \$36,750,000 bonds does not include the terminals, or the rolling stock. So that in case of default and forfeiture the Government would find itself in possession of the line only with no rolling stock and no working facilities in Montreal, Ottawa or Port Arthur. The line would, under such circumstances, be unworkable, and the company would hold its rolling stock and terminals entirely independent of the Government, which would have a veritable white elephant on its hands.

One chief reason given by the Minister of Railways for this immense guarantee was the provision for an exchange of freight and passenger traffic with the Intercolonial. But in the course of the discussion it turned out that this provision was absolutely useless. The Intercolonial in 1898 made an agreement with the Grand Trunk for the interchange of traffic at Montreal and Levis, and bound itself for 99 years to deliver its traffic to that road. For the same period the Grand Trunk was to deliver its through traffic to the Intercolonial. Under this arrangement the Intercolonial is to pay for 99 years \$140,000 a year as rental for the Grand Trunk terminals, and paid a large sum in addition for widening Victoria Bridge and other improvements. It, therefore, has no traffic to deliver to the Canadian Northern and can have none for 99 years unless it breaks contract with the Grand Trunk. If it did that it would still have to pay its \$140,000 yearly rental and forfeit the advantages for which the payment is made.

So that the provision for interchange of traffic is merely one that the Government has a right to enforce, but from the enforcement of which it is precluded so long as the 99 years' contract with the Grand Trunk continues. Nothing more illusory could well be imagined. If in the dim and distant future the provision was sought to be enforced, in the event of the abrogation by consent of the Grand Trunk contract, and the Canadian Northern were to refuse to implement it, there is no penalty attached and the bonds would have already been issued.

Another principal reason alleged for this guarantee was the necessity for the construction of another transcontinental line as an outlet for the produce of the West. We have already two lines completed and a third under construction. The Canadian Pacific is one of the former and double tracked from Winnipeg to the Lakes. The Canadian Northern is now completed to Port Arthur and there connects with the Lake transport system. The Grand Trunk Pacific is now completed from the Mountains to the Lakes at North Bay, and ready for grain and other traffic. These three are quite competent to handle all possible Western traffic for years to come. Not an atom of information was given by the minister to show congestion of freights near or prospective. In addition the Government has begun the Hudson Bay Railway to open a new short northern route for grain to Europe. There is no such necessity for the proposed road as an outlet for Western products, as will justify the immense guarantee now given.

The simple fact is that the big interest grips the Government, and compels or induces it to grant a huge subvention at this particular moment, when the fortunes of the Government are in need of repair, and its political necessities are pressing. The company gets what it wants at the expense of the country. Later the Government will get what it wants also at the expense of the country. What the country gets is not apparent. What it gives is clear. It stands behind some \$40,000,000 of pledged obligations of the company, on a security which, in case of default, is unworkable. It gets no interchange of traffic at Montreal nor can it under present conditions for 99 years. It has provided no pen-

ties for cases of default. It has made no stipulations looking to any control of rates. It gets no interest in the stock issue of the company, though it provides money sufficient, in conjunction with the aid already given, to construct the whole road.

And all this is rushed through a House with scarcely more than a quorum, in the dying hours of the session, and with a cynical indifference to data and information remarkable even in this Government. It is surely time that thoughtful people were stirred to protest against such legislation.

AEROPLANE ACCIDENTS.

A committee of experts appointed by the Commission d'Aviation of the Aero Club of France has made a painstaking inquiry into the causes of aeroplane accidents, and its report, written by Colonel Bouteaux, in addition to enumerating and describing the accidents that occurred during the years 1909 and 1910 contains valuable suggestions for minimizing the dangers of aviation.

In 1909 there were fourteen accidents due to imperfections in the machines used, and twenty-nine in 1910; in 1909 the mistakes of airmen caused twenty-one accidents, and in 1910 the number was also twenty-one; in 1909 "atmospherical perturbations" accounted for four accidents, and in 1910 for twenty-five; in 1909 the imprudence of spectators and the simultaneous attempts of airmen to fly, with some not clearly defined conditions, gave rise to eight accidents, and this number increased to twenty-six in 1910. Of forty-seven accidents in 1909 three, or 6 per cent., were fatal; while in the following year twenty-eight of 101 accidents, or 28 per cent., were fatal.

There is one class of accidents that generally result in the death of the airmen, those due to the breaking of the sustaining surface, which usually takes place at the junction of the wings and the fuselage. When the motor stops or other mechanical parts go wrong the peril of the operator is also great; of seventeen accidents resulting from trouble with the machinery five were fatal. The percentage of deaths due to mistakes of the airmen was not as high, nine fatalities in forty-two accidents. The mistakes were as follows:—"Attempting to rise too quickly. Such manoeuvres cause the speed of translation to diminish, and then the machine loses its lifting power." "A bad turning; namely, one which is too sharp or made at an insufficient height." "A bad landing."

Bad turns caused twenty-four accidents, three fatal; and bad landings eight, of which three were fatal. Proportionately as many accidents occurred to biplanes as to monoplanes. The investigating committee recommends that pilots be dressed in anti-shock suits, and that those who operate monoplanes wear elastic belts holding them back to the fuselage, to avoid being thrown against the motor in front of them when an accident occurs.

But the most valuable recommendations relate to imperfections in the machines. This it is urged that a certificate of navigability be established, to be given only after a thorough test of machines by experts. Fixed landing stations are proposed, and the suggestion is made, to inventors presumably, that the airmen carry on his vehicle an instrument that will warn him of a dangerous reduction of speed. The publication of local meteorological conditions, particularly as regards the direction and force of air currents, is strongly recommended.

NONCONFORMITY IN ENGLAND.

Recently published figures taken from official sources show that Nonconformity in England and Wales is steadily declining. From these statistics it is seen that for four years the membership of the Baptist churches has shown a constant decrease. In 1906 the Baptist membership was 434,741, more than 16,000 higher than today. Yet churches have increased by 146 and seating accommodations by 41,000 sittings. In nearly every instance the machinery and equipment have been improved, while the membership has declined.

The Congregationalist decrease has been less than that of the Baptists. In 1907 its membership was 459,663, or 4,853 more than today. The Wesleyan connection has again suffered a decrease, as has happened for five years in succession. The total decrease in the five years is 13,120, or about 2.4 per cent. Primitive Methodist, United Methodist, and Calvinistic Methodist all show decreases. Small increases are shown by Presbyterians, Moravians, and the Society of Friends. The Anglican Church in the last three years has increased its communicants by 141,005.

Speaking of the causes which may account for the decline in the free churches, the Westminster Gazette, a paper with warm free church sympathies, says:—"Nonconformity in the small towns and villages has been affected by the changing conditions of rural life, by emigration, and by a decrease in the prosperous small tradesmen. Wesleyan Methodists, again, are not satisfied with the regulations governing the close system of membership. Baptists and Congregationalists, on the other hand, realize that the inadequate stipends—often irregularly paid—of their ministers impose drawbacks which sap the best life of their men."

Statistics show that 141 Baptist pastors in England and Wales get stipends under \$375 a year; 326 receive less than \$500; 706 less than \$750; 1,025 less than \$1,250, while only 164 get more than the last mentioned sum. Of these, 23 get \$2,500 a year, and 17 get more than that sum. Figures dealing with the incomes of Congregationalist ministers show a similar state of affairs.

Current Comment

(Montreal Gazette.)
According to some in Toronto the managers of the Liberal party have figured it out that as a result of the census the Maritime Provinces will lose three members of the House of Commons and Ontario five. If this is shown to be right, the people of the East will have some thinking to do. There must be something wrong with a governmental policy that causes men to decay amid such opportunities as Canada offers. Increasing the burden of the taxes and wasting the proceeds on needless works do not constitute a vivifying national policy.

(Toronto Telegram.)
When there are dinners to be eaten, ceremonials to be graced, lines of march to be covered in procession, this country "is all there." But when there is money to be spent to cover the ships of the British Empire with strength and the shores of Canada with safety, this country is entirely elsewhere. When duty to Canadian nationality and British unity calls for display, Canada does her duty; when duty to Canadian nationality and British unity calls for dollars, Canada does nothing.

(Toronto News.)
According to President Taft Rectrocity is to reduce the cost of living in the United States by lowering the price of foodstuffs, although these are already lower in the United States than in Canada. How then is the Canadian farmer to benefit? Mr. Taft also aims to boom American industries by securing control of this country's raw material and in the long run of its market for manufactures. How will this help the Canadian workman?

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THE OTTAWA CITIZEN AND MR. PUGSLEY

A Letter Dealing with the Marvellous Conversion of an Ottawa Editor—and Some Other Editors.

To the Editor of The Standard.

Sir—Local organs supporting the minister of public works have published with great satisfaction an article from the Ottawa Citizen, which spoke in rather kindly terms of Mr. Pugsley. In their joy they have blazoned broadcast the statement that the Citizen is a Conservative paper and the "foremost Conservative paper in Ottawa."

A correspondent writing to the Times intimates that the cultured and kindly editor of that journal is wide of the truth in the statement that the Citizen is a Conservative paper. This communication roused the ire in the heart of the aforesaid cultured and kindly editor and he at once brands the correspondent as "something of a bore himself." This is as far as the controversy has gone at present. There are however many people in the city who doubt the statement that the Ottawa Citizen is the "foremost Conservative paper in Ottawa."

A telegram to an Ottawa newspaper last evening asking for information on this point brought the following reply:

"The Citizen was Conservative years ago but for some time has ceased to give the Conservative party strong and consistent support." "The organs of the minister of public works are entitled to all the satisfaction they can get out of the Citizen's enthusiastic, if somewhat belated, eulogy of Mr. Pugsley. It is quite fitting for instance for the editors of the morning news to praise the dreggers for assuming that the Citizen has seen the light and has concluded that it has done a great injustice to Mr. Pugsley in the past for which it is now more than willing to atone."

When the editors of the morning and evening organs of the dreggers finish their joy in the evidence of one conversion, should not their hearts be overflowing when they reflect upon the advent of the light in the case of the Ottawa Citizen? Time was when the utterances of the morning and evening organs of the dreggers on the merits of Mr. Pugsley were hardly fit to give the editors of the Citizen any sleep. Time was when those journals then are the editors of today. But there was a purchase and they saw the light. The change of heart of the Ottawa Citizen is not half so interesting or convincing to local newspaper readers as the conversion of the editors of the Telegraph and Times. Of the editors of these journals they were Conservative months ago, but since the awarding of certain dredging contracts have ceased to give the Conservative party strong or consistent support."

WEDDINGS.

Donovan-Driscoll.

One of the prettiest weddings of the season took place in Holy Trinity Church at 7 o'clock yesterday morning, when Miss Nellie A. Driscoll, Somerset street, was united in marriage to James A. Donovan, of the Custom House. Rev. J. J. Walsh, a relative of the bride, officiated at the ceremony. The bride was charmingly attired in cream cheviot, with lavender hat. Miss Elizabeth Colgan was bridesmaid, and wore a very pretty gown of old rose pongee with panna velvet trimmings, and a picture hat to match. William J. McMahon acted as best man. After the ceremony a dainty wedding breakfast was served at the home of the bride. The happy couple left on the Calvin Austin for a honeymoon trip to Boston, New York and other American cities. Returning, they will reside at 86 Wright street. The bride was the recipient of a large number of beautiful and costly wedding gifts. Cornelius Driscoll, brother of the bride, arrived in the city from Montreal on Saturday to attend the wedding.

Myles-Warn.
A quiet wedding took place at the residence of W. H. Warn, 181 Paradise Row, when his daughter, Margaret Pervis, was united in marriage to W. E. Myles, son of Andrew Myles of this city. The bride was prettily attired in a suit of coronation blue with

For a Few Weeks
Until the Bell Building is completed, our friends will find us at the Congregational Church, nearly opposite our old quarters.

We will have ample accommodation. Come and see us.

S. Kerr,
Organist.

IMPORTANT DECISION IN THE PULP INDUSTRY

Special to The Standard.

Montreal, June 5.—The most important development that has occurred up to the present time in connection with the pulp and paper industry of Canada, was brought to a successful conclusion here today when a group of leading Montreal capitalists headed by Rodolphe Forget, M. P. J. N. Greenfield, K. C. and Clarence J. McQuail, concluded arrangements to purchase over eleven hundred square miles of timber lands in the celebrated St. Maurice River district in the Province of Quebec.

The limits are known by pulp interests the world over, having been in the hands of the Baptiste family of Three Rivers for over half a century.

In taking over the limits the Montreal interests also acquired the large timber and saw mill of Alexander Baptiste of Three Rivers. How aggressively they intend to become identified with both the pulp and paper industry can be gathered from the fact that they have acquired limits extending over one thousand square miles and also by arrangements for the formation of the Waynagmack Pulp and Paper Company, with a capital of \$5,000,000, through which they will operate the limits, and have already made arrangements for the erection on an island at the mouth of the St. Maurice River of a large pulp and paper plant which, at the outset will have a capacity of 100 tons of pulp and 50 tons of paper. This first unit will be in operation by next fall, but it is the intention to immediately proceed with the installation of a further 50 ton unit for paper, and this second unit will be in operation by the spring of 1912. The island on which the plant is located is admirably situated from a point of view of export business to England and European countries, as it has excellent deep water facilities. In addition to this the company will be in a position to bring its supply of logs direct from its own limits right to the mill down the St. Maurice River.

It is understood that the new company, on the advice of Charles Whitehead, who will be president and general manager, will devote the paper plant almost entirely to the manufacture of what is known as "Kraft" paper, a grade very much in demand throughout the world, the demand being greatly in excess of the present supply, and that another important consideration in this connection is that experts believe that a greater margin of profit can be made from the manufacture of Kraft paper than from most any other grade. On this point the new company is in a very unique position, and should share to the fullest extent in the success attained in other lines of manufacture by other companies now operating in the same district, such as the Laurentide Paper, at Grand Mere and the Belgo-Canadian, at Shawinigan Falls.

It is understood that the first board of directors of the new Canadian company will include Rodolphe Forget, M. P. J. N. Greenfield, K. C., Chas. Whitehead, and A. N. Pennington.

CLOSING STOCK LETTER.

By direct private wires to J. C. Mackintosh and Co.

New York, June 5.—There was no outside rush to buy stocks this morning as had been anticipated by many confident bulls after Saturday's remarkable exhibition of strength and the absence of the public caused some very substantial profit-taking today. The reaction, nevertheless, did not extend far and all round dullness rather than pronounced weakness was the dominating feature. A few specialities developed strength but there was no specific news to stimulate activity in either direction.

Atchison common was the strongest feature of the railway list, moving moderately upward during the morning and closing at a new high, and holding a stout fractional gain to the last. The reason assigned for this strength was the fine earning power which the road has exhibited during the indifferent business year now coming to a close. For the fiscal year ending June 30th, the company will very likely earn in excess of 10 per cent. on its common stock. This showing, it is true, will be at the expense of extra maintenance appropriations, but the company's ability to curtail operating expenses bespeaks a high physical condition and all round good management. The market as a whole, showed strong resistance to the reactionary tendency and there seems every reason to expect a continuation of the present upward movement.

Laidlaw & Co.

Large picture hat, and carried a bouquet of white carnations. The ceremony was performed by the Rev. W. W. Brewer, after which luncheon was served. Many handsome and useful presents were received. They will reside at Beach Hill, Kings county.

JOSEPH ROWNTREE HONORED.

Freedom of City of York, England conferred on Well Known Cocoa Manufacturer.

The Yorkshire "Herald" of May 18th devoted nearly a column to an account of the ceremony of conferring the Honorary Freedom of York on the Dean of York and on Joseph Rowntree & Co., Limited, cocoa and chocolate manufacturers.

The freedom of York was first conferred on the Dean of Chelmsford, in 1747, on his return from quelling the Stuart rebellion in the Highlands, and since that time twenty-four others have received the honor.

The list of Honorary Freeman included the reigning King as well as his father, Edward VII., Lord Roberts, Viscount Wolseley, an Archbishop of York and a former Lord Chancellor, James Fox, and a number of Princes, Dukes and Earls.

Mr. Rowntree is the first plain business man to receive the honor, and the citizens of York seem to consider it well earned by his public services, among which may be mentioned the founding and endowing of the garden village of New Earswick.

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