SIX

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THE FUTURE OF THE I. G. R. Discussing the new management of

the intercolonial and its prospects, of making a success of the job, the Canadian Courier quotes "the general impression" as "not overly favorable." With which, as far as the Maritime Provinces are concerned, we are constrained to agree. But the ground upon which The Courier bases its own conclusion that the Board will fail in its effort is itself without foundation.

According to The Courier's idea, the rock upon which the Board will ome seen no better plan put forward since. to wreck is the fact that the Intercolonial's working staff is inefficient and that the management has not sufficient ental the Intercolonial would doubtless of purpose among the departments and power to discharge incapable and hire capable men. "It is doubtful." says The Courier, "if they have enough power to enable them to use the pruning knife thoroughly. Lopping off a few small twigs on the outer edge of independent company of men acthe tree is not likely to make much The only really effective time conditions, and forced to operate method would be to give the commisthe road as an independent institution, sion absolute power to hire and dission absolute power to hire and dis-miss. This they will never have, so long as the politicians have their pre-sent ideals and policies. Ever since-the Intercolonial was built, the people have been taught that the patronage or the road was the prize of the ruling din interests of such a company in Maritime progress, if it were restrict-ed in the matter of rates it could obly the road was the prize of the ruling ed in the matter of rates it could only make the road profitable by improving political party. The employes have always been striving to win the favor of the quantity and grade of its traffic. the politicians rather than the approval of their superiors. The writer has been in an Intercolonial sleeping-car, and through the curtains of his has been in an Intercolonial steeping-car, and through the curtains of his berth watched two passengers, the sleeping-car conductor and the train conductor play cards as the train rum-bled through the night from Montreal Falling the present experiment on the Intercolonial and lacking any other plan of better promise under govto Levis. Could any management make good employes out of men who have other plan of better promise under gov-been so trained ?' No, certainly not. ernment ownership, this plan is, at any The Intercolonial needs a brand new rate, better worth trying for a corm staff from top to bottom, but it will of years under an operating lease, than not get it under the present system." to surrender the people's road to one In almost every instance this of the larger corporations whose in-

is wrong. The management has the power The Courier says it lacks; the posed to Maritime interests. nfluence of politics upon the general personnel is greatly overrated; and for general average of efficiency working staff of, the Intercolonial ranks The airship tragedy in connection high.

with the Central Canada Exhibition It is a matter of record, for instance, and others at every turn enforce the lesson of the price of peace. During that Intercolonial drivers get better results from their engines at a lower the last twelve years the United States cost than the average. I. C. R. con- has killed by accident or violence conductors in capacity and courtesy are siderably over half a million. It is exceptional. The train and track said that after Pickett's charge on the hands are an admirably efficient body fields of Gettysburg one could walk of men. Politics may help a man to across the field in front of Cemetery Ridge without touching the foot to the ground. Yet in one year that country kills of men and women and children enough to furnish nineteen Gettysget a start in these lines to work, but once there, the railway unions and the railway officials handle him on his merits. The Minister himself would not daré to promote or to retard one burgs with corpses. And Canada has divergence from traditional Conservaother than political. Except for temporary unskilled work, around election times, and in the general offices at Moncton, politics has little if any in-

builders, but their operation of roads in the West or in Nova cifications and award contracts for municipal works and services; pur-Nova municipal works and sector; inspect for chase materials, supplies, etc.; inspect goves small ground bellef tha they would make the Intercolonial provide the kind of service we need. Their main interests, too, lie elsewhere. And the Grand Trunk Pacific has apparentmain interests, too, lie elsewhere. And the Grand Trunk Pacific has apparent-ly yet to learn that there is such a place as the Maritime Provinces. Though the line which the rovernment place as the Maritime Provinces. Though the line which the government Though the line which the government is building for this company is value-less without means of reaching St. John and Halifex and terminal facili-Under this arrangement the Council ties there, its officials so far have made no effort in this direction nor dis-Several months ago The Sun, in face of much criticism, suggested that if in these provinces an association of ac-tive men interested in Maritime de-velopment could be formed and could secure the right to operate the Inter-colonial under conditions which would guarantee against increased traffic interest to province the would be formed at this system, by fixing de-ting the would be formed at the fitter the fitte control over all expenditupres and the

ture of money; prepare plans and spe

secure the right to operate the inter-colonial under conditions which would guarantee against increased traffic charges, this would provide the best solution of the problem. And we have peer and pry and prove things out for themselves. They have shown us our ecution of all municipal works and As a winter branch of a transcontin- services, by securing a co-ordination be valuable to one of the great com- by ensuing the consideration of all impanies. But that these, with all their portant matters by two sets of men vast and varied interests elsewhere, would devote the developing energy to will improve the general officiency of the Intercolonial that the road and its civic government and should tend to territory needs, is doubtful. But an prevent or greatly diminish offences such as those whose discovery creatla.d Him. quainted with and interested in Mari- ed the recent scandal. We have not in St. John such urgen need for/clvic reorganization'as Mont-

real had. Our Common Council has fallen under no suspic.on of dishonesty, and though it has been freely eritleised in the matter of capacity, the general efficiency of the municipal services is well up to the average of similar cities. But it is obvious that the system under which it works is loose and cum bersome and contributes to uncertainty and to a lack of centinunity in general management. There is no practical and chilicient management is difficult in any business. The Sun be lieves that an adaptation of the Board of Control idea to local conditions would be a good thing for St. John and has long advocated a caveful con-sideration of this policy by the aldermen and its submission to the elector ate for judgment. If such submissio were made there is little room for doubt of a favorable verdict or of bene-

ficial results from the application of the policy. and the second se THE CONSERVATIVE PARTY AND FREER TRADE.

H. B. Ames is one of the leading men of the Conservative party in Canada, and at the Trade Conference. i Sydney he has been urging the appointment of a council to secure freer trade

THE OLD FARMS AND THE NEW relations between the different sections

burgs with corpses. And Canada has a full share on her own account. Wars are fought and finished. The things concerning them have an end. But the horrors of peace are as endless as the horrors of peace are as endless as captivated by protectionist fallacies. nothing in the telling , and the far-the procession of the days, each of Perhaps he will be able to bring his away days have a glory which does not leader with him into this saner view fade, but there is very good evidence that neither the people nor their re- Intercolonial by increased traffic-both ments will some time throw off the in-Although freer trade relations did not more prosperous days. In some cases and electricity, enabling us to gird the play a large part in the last general elec- the farms have been partially or tions there never was a time when the wholly abandoned, while in nearly sentiment in its favor was stronger in every instance the area cultivated now are taking to ourselves the wings of Canada. Unfortunately all profitable constitutes but a small portion of that be emphatic and immediate. the morning and preparing to fly to issues, were clouded last year by the formerly under the plow. The buildthe uttermost parts of the earth. We personal issues forced into the cam- ings are those of a former generation. nent board whose recommendations would be available for the guidance of are become as gods in our victory over paign by Mr. Borden and his lieuten-The fruit trees and shade trees are a ants. The Conservative leader has legacy from the past. Everywhere the government in shaping legislation there is much to be said. Of recent achieved the unpleasant distinction of there is evidence of a glory that has years, tariff legislation has offered eviinaugurating and conducting the most departed. dence of the serious and careful work barren, mud-slinging, unprofitable campaign that has ever been inflicted on the country. Every one acknow-ledges the high probity and excellent To all of this there is the occasional of the expert. The old days of spasmodic wire-pulling has pass There has been a clear recognition of the public demand for an impartial considpersonal qualities of Mr. Borden. In weed. The ancient land marks are iteration of all interests which has led to this campaign he was probably led by stroyed by modern industry and ina gratifying increase in departmental evil counsellors with whom the people genuity. The old day is giving place efficiency. dealt effectively. to a better and a bigger day. The A Commission to do more than this Like the Mad Mullah he and his sons are in these splendid exceptions is, in existing conditions, impossible. henchmen went over the land, attack- surpassing the fathers. These ex-Men making that proposal take certain ing all reputations generally, followed ceptions indicate the real possibilities by the rag-tag of the party taking up of the land. the same cry Yet he made no specific Of course there are explanations charges of any importance although which apply to the up-river fa.m. election discussions we cannot claim the facts might bear him out in some The river was in the early days the cases. While Mr. Borden did this at the same time all the country knew natural monopoly in transportation. that the Old-Man-of-the-Sea Foster The farmer that could use the river would have one of the chief seats in his cabinet, with Fowler a choice se- away from the river was excluded. could get the market , while the ranner are to be exercised in the impartial encond, had the Conservatives been The railroads, of course, changed all successful. But it ended in sound and this. They broke up the old monopoly. fury, signifying and profiting nothing. The up-country farmer brought his lieve, for instance, that all persons And good citizens sighed at the waste should be treated impartially in theh goods to market summer and winter. of force and the pity of it all while use of the common carriers. We do The up-river farmer was thus placed they strove to remove from their not ask the railway to discover that at a decided disadvantage. mouths the taste of the weary, stale, principle, but we do ask them to en-Moreover, this applied not only in flat and hateful campaign. force it. the selling of his produce but in the But here is an opportunity for Mr This matter of the tariff has been living of his life. As an honest up-Borden to give distinction and dignity in the past the big matter in Canadian river farmer stated it recently, "When again to a once great party by adoptpolitics, and though at the present the summer people go its lonesome, but ing the issue of freer trade and giving time all parties are afraid to quarrel when the boats stop it's like death." to the country the benefit of a fair over it, yet there is good prospect that There is an isolation about the lot and free discussion. We believe in the not distant future it will again of a farmer scantily provided with transportation facilities which does ance. If popular government is to re- perpetuity. This monopoly is vested in be a political issue of prime importtain any significance whatsoever we a company which, like a huge octopus, enjoyed the free association of city must draw the line somewhere at these But unless we are prepared to witment away from the government and ness a continuation of this rural exodus, and a steady deterioration of sions, however expert and well quallly on that issue. But all politics fied. No function of government bears compromise, and since that the party many of our best farming sections, we must discover some remedy. The so directly upon the general welfare as in power has become frankly protectransportation problem is important, tariff making; and in a matter where tionist. The free traders have had no but it is not all-important. We must the people are so intimately concerned face that fact that for years we have the people must have direct control. A between the devil and the deep sea. But now, fearing the growth of the used every device imaginable to lure the brightest boys and girls away from able work in keeping the government the land. If the country community informed on trade condition ns and in has become a social desert it is very applying the government's broad general policy to specific conditions, largely because the city has secured ject even then to government revision, but there its participation in the busimany of its best men and women from this country community. The ness of government must end, unless old pioncer days were neither cheerwe are prepared to admit that democless nor impovorished. But we have racy is a failure. brought ourselves to that state where it creates astonishment if a distin-guished, educationalist seriously ad-vises a bright young man to take up with a certain control of rates and a certain rate of returns on the present investment." The C. P. R. is a wonderful corpora-tion, but its interests are elsewhere. It is done tremendous things for the development of the West, where its chief treasure is, but its consideration of the Maritime Provinces is second-ary. It regards its road from Montreal I. C. R. NEED AND DUTY Reminding the Intercolonial Board farming as an occupation. The country preacher, the district of Management of the announcement, eacher, the city visitor, the shortly after its creation, that it proposed in the near future to inauguambitious father, the fond mother have all persistently and insistently told the promising boy that he should rate a vigorous policy for the encouragement and assistance of industries along its line. The Hallfax Chronicle, not look forward to / being the servant of a cow, and living the life of a clod-hopper. insisting on the immediate need of such a policy, offers some pertinent Indeed, it is doubtful if in this city of and valuable suggestions for the Board's adoption, as a part of or pre-St. John ten prosperous men could be found who would seriously advise their liminary to their general plan. Children Cry Touch a who would seriously avies their boys to lock to the farm for a life work. And the spirit of the country. The along the line of the I. C. R., and the turally the spirit of the country. The along the line of the I. C. R., and the FOR FLETCHER'S CASTORIA face of the ambitious youth is city- country tributary to it anys The needs Mr. Heaton urges upon their at- fessor and the other promoters.

ward Chronicle, the Board should at once adopt what is known in United States That trend cannot be turned without an effort. It will most certainly never rallway circles as the Creative Busibe turned by magic. We believe that the farm will not yield a large return of cash, nor open a large demand for technical skill nor business acumen. to see. The goal of all these centuries of Arctic striving, the prize for which so many good lives have been spent is, says Peary, "Common-place; just like every day." And Cook do-scribes it—"nothing to see but lee, ico, ice... No, life. No land. No spot to relieve the monotony of frost." And thus endeit the ancient dream of Ultima Thule; of a strange land and monthe behind that steep bartler which If our belief is correct, then the days apply to all raw material entering into of the farm are ancient days. But the fact may be that the farm has beaten men and that men have not exhausted of one-half of one per cent. per ton of one-half of one per cent, per ton per mile and should not, in any case, the opportunities nor the resources of the farm. At any rate we cannot rebe less than 20 cents per ton; or, in move the unbelief of this or any gen other words, the minimum rate should be 20 cents per ton, thus protecting bitious boy how to spend all his skill the road in the case of short hauls. parent solution of an important Secondly, the Intercolonial should make a point of purchasing its supin compelling the soil to yield him adequate return for intelligent toil.

plies for all its requirements, wher-

----THE BRANCH LINES

ever possible, from manufacturers on its lines, and in order, to encourage The Eastern Chronicle of New existing industries and to promote the Glasgow expresses hearty agreement with The Sun's advocacy of the Inter colonial branch line policy and appreciation of Hon, Mr. Emmerson's invaluable work in inaugurating and drynds but twisted trees glinpsed sud-denty; our nymphs but shadows of leaves. They have followed the rain-of taking over branches feeding the L how to its foot and found no gold. C. R. and constructing new ones, when They have mined away the foundation necessary, should be put in operation of faith from under that City whose without delay," suys The Chronicle. light to tired mens' eyes was like unto "A branch rall vay of eighty miles a stone most precious. Almost they from the I. C. R. in this county will have taken away our Lord, and they add a constituency of 25,000 people and themselves know not where they have over a million agres of area to its territory. Resides such a branch would Bur though we must be sad for strike the Atlantic Ocean at a par visions lost, we must be glad that mis teening with edible fish-a part with won'd rather have knowledge, even litim table possibilities and though its taste be bitter, than the whote the trade in treat and total misty pleasaniness of dreams; giac reach enormous proportions—in fact limit culd hardly be put upon it. Talk about the prairies—acre for acre of the harvest of the sea off the Guysbord the earth turns around on its axic shole would excel that of the prairie though its taste be bitter, than the where the trade in fresh fish would ture. under a vertical north star; but they as ten excels one.

have not found why the earth turns around or why the star stays vertical. They have taken away the pot of gold in continguity thereto. We want an Emmersed, one embued with his spirit of enterprise, with his far-seeing vision to carry out this great policy which owes its conception to the Hen. Mr. Emmerson." -----

TARIFF BY COMMISSION

The Canadian Manufacturers Associ-ation in secret and solemn assembly of the greatness of this life here. Half-gods are going, but gods arrive. has hesitatingly delivered itself of a And so it will be-always other Poles recommendation for the appointment of a permanent Tariff Commission. to discover, and after these, others. The After the surface of the earth, there manufacturers are evidently not enthusiastic about the project. They have very definite ideas respecting the is the earth beneath; and then the stars, and the stars beyond. And materials should be given for the enwhen we have solved the universe without, there is still the universe tariff. They know what they want and why they want it. They have not found the present government altogether of their opinion. They have some hope that a permanent Commission would be more amenable to their particular brand of reason. That hope, however, is small-hence, the hesitation. And because of the hesitation the scheme is worth consideration. Certainly there is much to be said in favor of the establishment of a perma-nent body of experts to keep in con-

stant touch with trade conditions and board seems to lack realization of this. will take the logical step following to apply the general fiscal policy of the Economy is only one necessitiy of suc- the granting of tariff preference to government to specific instances in the cessful business management. And Great Britain and restrict that preferlight of their expert information. But pressed beyond a certain point — as ence to goods entering Canada by it is not clean that this is what the when it weakens earning power—econ- Canadian ports. There is no sufficient manufacturers mean. If, perchance, what they desire is that the matter of tariff adjustments be taken quite out of politics and lots that the matter of of politics and left absolutely with an were no reasonable possibility of in-independent board of expert assessors; creasing the earning power of the We have faith too that our governpresentatives, nor the government as to quantity and grade-the narrow fluence of the Manufasurers' Associashould have any opportunity for recogretrenchment policy of the present tion and cease to treat the business of nized revision of the findings of these management would be justifiable. But the country in the spirit of the nursexperts, the negative of the public will this is not the case. No section of Can- ery. These steps would mean much in ada has in greater and more available the commercial life of our city. With-But for the appointment of a permaprofusion the raw materials of progress out them we have made substantial

hiefly depend

tention. That something must be immediately to make Imperial communication cheaper was the mous conclusion of the recent C ence in London and but for uncertainty added to the situation the increasing possibilities of the less method it is likely that s nite action toward the construct a state owned cable system would been taken before this. Failing early development of Mr. Mar. promise to handle transatlant sages in any quantity at a rate most five cents a word, will call for this action as the only

THE BOOM IN ST. JOHN

The announcement that two r stablishment of new industries steamship lines have made thereon should give a reasonable pretheir terminus and that a large erence, say from 5 to 10 per cent., to ndustry, employing three or four h its own customers over all competi- ared men in a two million dollar plan tors. Manufacturers who are patrons is seeking a site here is pretty good of the road have the right to expect news for one day. In many a town these terms and should insist upon half this would precipitate the excite-Board should pursue an aggressive policy of advertising on a broad basis. It is not place an aggressive Two of the precipitate the excite-John? Two of the precipitate the excite-

Two at least of these three big things t is not pleasing to be told that at. announced in yesterday's news have the Toronto exhibition the Intercolonial come to us on our merits, unsought was the only important railway which and unsolicited. For the Canadawas not represented. The Intercol-Mexico-West Indies service, which is onial needs more traffic, and it must go after it in a businesslike way. What is wanted at this juncture, con-Board of Trade in attracting attention to run direct from St. John, we are in eludes The Chronicle, is not starving to the trade we have to offer and t of the service and cheese-paring, but wide-awake enterprise, directed not successful efforts in securing a federal merely to the present but to the fusubsidy. But the new passenger Here are some eminently sensible and to Italy has decided to make St. John its winter terminus solely because St. practical applications of the principle John is the best winter port. And the promoter of the proposed sugar refinthat the greatest need as well as the nuest pressing duty of the Intercolonial ery has come here for a site after surveying half of ,Canada, and has come. development; that only by progressive cultivation of its territory and ex-pansion of its proporty and service can new industries here, but in the face of the Intercolonial establish itself on a civic cold shoulders and skepticism

It is a great thing for St. John that for these Maritime Provinces that in-dustrial alimulus and encouragement to which they are entitled from the trans- value of the new enterprises and in the portation agency upon which they profit they hold for the future, but in the evidence their arrival furnishes of While The Sun has not sufficient the value of St. John's advantages for nowledge of transportation conditions such enterprises. We need this evidto intelligently dispute or agree with ence just now about asm uch as we The Chronicle's suggested rate of 20 need the industries themselves; need cents per ton on raw materials used in it not only to advertise us abroad, but local manufacture, the principle in- even more to stir us up here at home;

couragement of local industries - must which is essential to progress. amend itself immediately to the trading public. The recommendation that industries upon which the road depends for traffic should also be given have joined hands to make St. John have joined hands to make St. John one of Canada's greatest gateways. for the road would have a similarly stimulating effect if adopted and de-She is bound to become the great highmands equal favor from the public and way of commerce for the whole country. In a few years she will be the consideration from the management. And as to the value of advertising in shipping port of Canada. No plans rallway development there is room for that have been projected for increasno difference of opinion among progres-sive business men, though the I. C. R.



THE NEWS, ST. JOHN. N. B., FRIDAY, LANS 1909,

MORE POLES TO FIND

Upon one thing, at least, both Cook

and Peary are agreed—that there is

nothing at the North Pole worth going to see. The goal of all these centuries

people behind that stern barrier which

has turned men back these many years; of a garden of Eden kept in-

from the rainbow's foot, but they have given us the ultra-violet rays. For

Boreas they have given us the bar-ometer; for Neptune's trident, the

compass, Our magic carpets are gone:

but we have telephones and flying

machines. Puck has vanished but we

have wireless. We may have lest

something of our vision of the life to

come, but we have gained a new vision

O mounting mind, to scenes unsung,

FARMING

Wherein shall walk a lusty Time

"Infinite are the heights to climb

within, man's soul-

Open horizons round,

"Our earth is young;

"The depths to sound."

Of measure without bound;

"absolute power to hire and dismiss" and is exercising that power with absolute disregard to the opinions of local In one important centre of the I. C. R. activity, for instance, a score or more of men were recently lismissed .and every man of them was Theral or claimed to be. Naturally there was some strident squealing and ous wireputting; ,but none of them hack TOJBSUSH

The political curse which blasts the "Intercolonial works out, not through the staff, but through the system. The Board has the power to put in "a brand new staff from top to bottom"; graft-and is doing this with more way. vigor and courage than diplomacy. owners and its territory, so long as it operated under a system which perish. They leave behind no heritage makes an indifferent and ignorant of memory or of achievement. It is parliament its directorate to which wasted suffering and wasted death. the management has to go for every expenditure. That's what's the matter with the Intercolonial-not graft so much as the general system of and barbarous. The whole thing is a government operation. For instance, there are two members

of the present Board who are commitd to the policy of branch line sorbtion. After full investigation they have made a report strongly reanding this procedure at once. Undoubtedly the other members hold similar views. But what can they do? The thing is essential to Intercolonial prosperity and to Maritime development. If a progressive company owned

impossibility of remedy under parlia- business basis and eliminate the graft mentary control that has made The Sun pessimistic of the road's future the city and depleted its treasury. under government operation and favorned toward a trial of the ef-

terprises and the building of facilities of all kinds, it will spend nothing here. To the C. P. R., the I. C. R. from here to Halifax would be but an extension duties as set out are to prepare the duties as set out are to prepare the of a branch line, and the L C. B. from yearly estimates and make recom-Moncton to Montreal a useless parallel. mendations in regard to the expendi-

jurious influence upon Intercolonial employes. Moreover, the Board has A few years ago we were felicitating of trade. ourselves, in having harnessed steam earth with the nimbleness of Puck and conquer land and sea. Now we sea, earth and air. But the price of our victory is appalling and the cost in life and limb is increasing in regular pro-

gression. The herrors of war are occasional, but the horrors of peace are continuous. They never cease. Like the car of Juggernaut new inventions move on leaving mutilated victims has the power to eliminate all forms of thick as falling leaves on their path-The worst feature of it all is that But if the Board were composed of the these victims have died to no purpose. best railroad men on earth, were freed Their death profits nothing. They are wholly from the patronage evil and not heroes offering their lives for the had a staff above criticism, it would cause of science' or on the altars of still fail to make the Intercolonial the patriotism. We do not decorate their profitable agent it should be for its graves as those who have performed exploits. They are like the beasts that

THE PRICE OF PROGRESS

Now the greater part of these accidents are preventable They are not acts of God or decrees tics in the petty sense of pull or of Providence. They are unnecessary

war on humanity which we would not tolerate for a day if we had a proper regard for human life. Many are our woes, but this barbarity added ranks us as uncivilized. As a people we have yet to learn that security of life and limb are the first essentials of true progress.

CIVIC REFORM IN MONTREAL.

ment. If a progressive company owned the road all those branches that are profitable feeders would have been amalgamated with the main line long civic material services in efficiency in its Montreal's response to the recent un- dare to challenge the opposition on ago. But under the present system the management is powerless to do this or and emphatic. By a great majority the electors, French and English, working the Liberol party was achieved largeorganization of the civic government-

a reorganization which, it is hoped, It is this condition and the apparent | will reduce civic affairs to a practical that during recent years has disgraced place to which to turn. They were The existing system of civic govern-ably inclined toward a trial of the ef-fect of private enterprise. We are forced to agree with The Courier, though for these different reasons, that the new commission's task is an im-possible one. But there should be a better alternative than The Courier's suggestion for "the leasing of the road The existing system of civic governsuggestion for "the leasing of the road to some one of the three private rail-way corporations for a term of years, with a certain control of rates and a certain rate of return on the present

ary. It regards its road from Montreal to St. Jobn merely as a branch line. Spending nillions in the West for the development of traffic producing en-terprises and the building of facilities

and prosperity than the Maritime Pro- progress. vinces. And no human agency has better opportunity to develop these raw | ties not only for handling the trade of materials into a wealth of profitable others but for developing trade of cur business for the country, and for itself own. For the assembling of raw maas an inevitable partner in Maritime terials and the distribution of manuprosperity, than the Intercolonial.

----IMPERIAL CABLES Mr. J. Henniker Heaton the parent

of Imperial penny postage and now the apostle of a penny a word cable rate within the Empire, writes, in a recent things for granted which are as yet in article in The London Daily Mail dispute. In spite of the fact that tariff strongly about the necessity for state disputes theve not entered into recent owned cable and wireless communications. He points out that in the United that Canadians are unanimous in re- Kingdom itself the fullest provision is spect to the principles which should made for the encouragement of business be applied in fixing the tariff. We ap- and social intercourse among the varipoint a Railway Commission and give ous classes of the population, "so that it very large powers, but those powers a man in Middlesex may conduct his business with another resident in Done forcement of certain well-defined and generally accepted principles. We beas if the two were living five mile apart." It is Mr. Heaton's aim to pro vide similar facility of communicatio between the several sections of the hood among the different religious sects Empire, urging forcibly the Imperia and everything to encourage the optimvalue of the closer acquaintance such ist spirit. means would make possible among the

What we do need more is a sanguine. widely separated British states. confident spirit on the part of all ou Regarding the situation as it nov citizens. This confident mood is absoexists, Mr. Heaton has some interestlutely essential if we are to take full ing things to say. "The cable rings. advantage or even reasonable advanthe observes, "have built up a system with consummate cleverness, on lines age of the commerce

has fastened its tentacles upon almost proposals to take the tarks of govern- every part of the British Empire. By establishing prohibitive rates this tele vest theme in irresponsible commis-sions, however expert and well qualtsively to the service of the well-to-do; the toiling millions in any one portion of the Empire being virtually or hope lessly cut off as the rest of their savage ancestors were before a boat had been launched. Worst of all, we commission could doubtless do valu- know that every British emigrant (200, 000 leave us annually) is cast off from the mother country as if his patriotism and love of kindred and home had no value. At a moment," Mr. Heaton pro-

eeds, "when envious rivals are looking for a joint in our armor, when dissolv ing forces are actively at work in the Dr. Harry L. Wilson, professor of Empire itself, not an effort should be Greek at John Hepkins University, will spared to strengthen and utilize the arrive in the city this afternoon from precious sentiment of brotherhood Halifax, where he was instrumental which nature has planted in the great in bringing about the formation of an Anglo-Saxon race. It is an inspiring conception to complete the nerve sysinstitute of archaeology. Tomorroy evening Dr. Wilson will lecture in the tem of the imperial organism by secur-Natural History Society rooms, under ing for our countrymen instantaneous. the auspices of the Canadian branch of the Archaeological Institution of cheap and perfect communication by telegraph with all parts of the great body from the brain, or, if you like the America. The subject of his discourse is to be Recent Discoveries in Rome. phrase better, from London, the heart There will be no admission fee, and of the Empire." Mr. Heaton supports an imperial system with a penny all those interested in the subject o two cents a word rate, "The Lords of archaeology are cordially invited to Silence," he protests, "are the Cable attend. At the conclusion of the loc-Kings. How long are we to be under ture Prof. Wilson will form a St. John branch of the Archaeological Institute their subjection ?" While this is partly rhetoric there is of America. Already nearly fifty per-

wing. This feat and the establishment of new world records for speed and endurance by the Wright machine with a second passenger on board, have set tongues wagging anew about the whole problem of aviation. We have practicable flying machines; these may use them who have learned how. Savs an editorial writer in the American Machinist (New York, July 15):

And we have unexceiled opportunifactures to and from the corners of the world, we have rail and water advantages rare and valuable. It is these that have attracted this sugar refinery proposition. Vigorously featured they will attract many more.

"Glance backward a few years the days of bicycle popularity; recall your troubles in learning to balance Also, St. John has a most equable on the narrow tread of the wheels; remember the bruises and bumps that you carefully nursed on your own body and smiled at if they showed or a friend's. Yet you were only a few inches higher in the air than if you were walking, and had no obstacles to consider except uneven places in the street. And these uneven places were plainly in sight. . . "How different is the condition

at home in the air.

the aviator! His pathway is beset with eddies; swirls, cross-currents, waves, billows, puffs and gusts of wind that he can not see, that can only be known when he feels them and yet one and all must be carefully reckoned with if he hopes to make a successful flight. All of these things are met at a speed of translation through the air of from 25 to 45 miles per hour. While beset with these unknown difficulties, balance must be maintained in a position at a considerable height above the ground and un der conditions intrinsicaly far more trying than a bicycle, and with life the popular price of failure. Again, the successful operation of a highly organized gasoline motor must be attended to under the conditions of air disturbances, high speed, elevation and sentibe balancing. Does not aviation call for a high degree of physical courage combined with excellent self-control and cool judgment? Apparently the doing wrong of any one of the many things invites disaster."

"It is a serious question . . .

the enthusiasts have considered, or in

any true degree realize the difficulties

of the aviator's task, or are inteligent-

ly planning for suitable instruction in

aviation. Such instruction must be

forthcoming before any very large

number of the human family can feel

That the aerial balancing alone a difficult feat is shown by the ex periments of the Wrights, Curtiss and others with gliders, extending over several years. In trying to learn this phase of the art, both Lilienthat and Pilcher lost their lives. The writer proceeds to quote the following mertinent passage from a professional paper presented by Major Squier to the Amrican Society of Mechanical Engineers last December.

"The aviator's task is much more difficult than that of the chauffeur With a chauffeur, while it is true that It requires his constant attention to guide his machine, yet he is traveling on a roadway where he can have due warning through sight of the turns and irregularities of the course. The fundamental difference between operating the aeroplane and the automoblle is that the former is traveling along on an aerial highway which has manifold humps and ridges, eddies and gusts, and since the air is invisible he can not see these irregularities and inequalities of his path and consequent. y can not provide for them until he s, actually encountered them. He must feel the road since he can not see it."

Commenting on this the writer re-



opportunities which th

Professor of Greek at John

Hopkins University Reaches Here Today.

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climate and a summer temperature which would make her the joy of multitudes of tourists if the facts were widely enough known: a water supply abundant in quantity and unsurpassed in quality. She has no large leisure class: no high percentage of illiteracy, pauperism or crime. While she has some who would reluctantly admit that they were better than their neighbors, still, with

a very few exceptions, we are all equal and we have no race question to retard assimilation. We have common rights common interests, excellent com and high schools, common protests against our aldermen and a few other things; common sympathy and brother-