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TELEGRAPHIC NEWS

RUDYARD KIPLING SPOKE IN WINNIPEG.

Winnipeg, October 2. — Rudyard Kipling arrived in the city this morning on the Imperial Limited and was met at the station by a distinguished party, including Wm. Whyte and G. J. Bury, of the C.P.R.; Hon. Colin Campbell, representing the Manitoba government; President Crow and Lee Mitchell, of the Canadian Club; "Ralph Connor" and Cy Warman. He is being entertained at a luncheon by the Manitoba Club and at a banquet tonight by the Canadian Club, when the distinguished visitor will deliver an address. He continues west tonight.

Through the efforts of Secretary Mitchell, Mr. Kipling was induced to speak at the Canadian Club this evening. As this is the first place at which Mr. Kipling has spoken at length during his present visit to Canada, Winnipeg was honored and the attendance of members was without doubt the largest ever held at the club. G. Crowe, president of the club, in proposing the toast of the King, said there was no more honored household word in Canada today than that of Kipling, and that he was famous, if for no other reason, through the creation of the famous and immortal "Recessional."

Introduced by Ralph Connor.

Rev. C. W. Gordon, otherwise known as "Ralph Connor," introducing the guest, said that Mr. Kipling's verse had struck the Imperial note, but there was a still higher note in his writings and that was his fidelity to conviction.

Mr. Kipling, on rising, received a tremendous ovation. He said in part: "I am only a dealer in words and you can scarcely wonder that I can find no words to thank you for the honor you have done me. I have done my best for about twenty years to keep all the men of the sister nations within the empire interested in each other, because I know that at heart all men are created much alike. They have the same problems and aspirations and have only each other to depend upon. If through any good fortune any work of mine has helped to keep the boys throughout the world a little more interested in each other, then great is my reward. Fifteen years ago, I was in Winnipeg and, at that time the city was seriously considering the wherewithal it should be paved. Today I find Winnipeg a metropolis and I drove this morning over twenty miles of asphalt to look at some small part of your marvellous city. The visions that your old men saw fifteen years ago are translated today into stone, brick and concrete and there is evidence of room today for vaster and more far-reaching imaginations.

To the Pioneers of the West.

But the mere building up of the streets of the town do not tell the story to the outsider of bitter sacrifices of the men who have gone before. No man who has been present as I have been present at the building up of a new city can fail to hear that story cried aloud as it were, by every block, store and residence that he passes. Therefore, my heart goes out to the city of your love and your pride, because I know of the sacrifices that have gone to the upbuilding of it and that will continue to that upbuilding, but I have also realized the spirit here of an assured nationalhood, the spirit of a people not contented to be merely the imitators of other people but contented to be merely the imitators of other people but contented to be themselves. That spirit of course existed fifteen years ago, when it was then a little doubting.

"But thank God I find on echo of that here today. With the national spirit that I see here today the meanest collection of packing cases that was ever tack-hammered together on the prairie, can dominate a continent. You are fortunate beyond most other communities. Your own labor has given you material prosperity—in overwhelming abundance, but the gods have not denied to you the light that shows the true use of material prosperity. One is forced back to the old words that you stand on the threshold of an unbelievable future. No man can foresee or set the limits of your destiny. But any man, even I, has the right to remind you that 'to whom much has been given, from them much shall be required.'"

BIG INCREASE IN C.P.R.'S REVENUE.

At the annual meeting of the shareholders of the C.P.R. today the report of the directors was unanimously adopted. Sir Wm. C. Van Horne, E. B. Osler, K.C.B., R. B. Angus and Hon. L. J. Forget were re-elected directors. A resolution was passed authorizing the lease of the St. Mary's and Western Ontario R.R. issue of four per cent. debentures was authorized for the following purposes: For the acquisition of the bonds of the Northern Colonization Railway, 34 miles, not exceeding $20,000 per mile; for additional issue of the Sudbury branch, not exceeding $10,000 per mile of the 226 miles; for two lake steamers one hundred and eighty thousand pounds sterling, and one Pacific coast steamer one hundred and twenty-five thousand pounds sterling; for Regina-Saskatoon branch, 165 miles and for extension Moose Jaw branch, 100 miles, at four thousand pounds sterling per mile.

New Pacific Steamers.

The board was authorized to arrange for the construction or requisition of two additional steamships for the Pacific coast, or to build one larger and faster boat for the Atlantic service, transferring the Empresses of Britain and Ireland to the Pacific and to incur the necessary capital expenditure therefor.

In moving the adoption of the report, the president said: "The twenty-sixth annual report of the company, which I have the honor on behalf of the directors to submit for your approval, shows an increase in your gross revenue from traffic of more than seven million dollars for the year, but the effect of an unusually severe winter and of the enhanced cost of labor and material is shown in the increased ratio of the working expenses to income.

Improving Existing Lines.

"You will have noticed by the statements included in the report that the works of improvement on different sections of your system, necessary to facilitate the handling of your traffic, have been vigorously prosecuted and the orders for additional cars and locomotives were large. I may add that since the beginning of the fiscal year this has been the policy of your directors with reference to these matters. Indeed, unless the business of the country has a serious and prolonged setback, and there are no present grounds for such an apprehension, circumstances will make it necessary to continue these expenditures year by year, but it may be on a somewhat reduced scale.

"To provide the requisite means, your directors will, at a future date, ask you to sanction the issue of the balance of the ordinary share capital as and when required, but there are sufficient funds in hand to meet all immediate requirements.

Shrinkage Placed at 25 Per Cent.

"In Ontario, although the yield of wheat was satisfactory, the season has not been an auspicious one for other crops, and in Western Canda, where you are more largely interested, the very backward spring has resulted in a shrinkage of probably 25 per cent. in the quantity of marketable wheat as compared with last autumn.

"There will, however, be a very conservative increase in the quantity of oats and other grains, so that with the higher price of wheat, the farmers of Western Canada will receive in the aggregate quite as much for their product as they did last year.

"Because of the late harvest and the consequent delay to movement of grain, we carried to the ports of Lake Superior during the month of September only 1,381 carloads, as against 4,898 carloads in September, 1906, but notwithstanding this large falling off in that particular class of traffic you comparative weekly earnings have thus far shown no diminution, and we expect an extraordinary rush of grain to the head of Lake Superior before the close of navigation.

Can't Estimate Land Assets.

"While the comments on this report by the financial papers are generally complimentary, my attention has been called to one or two articles, in which it is suggested that the directors should bring before the shareholders the tangible value of the company's land assets. It is not easy to do this with any degree of accuracy, but it may be fairly assumed that in the case of your agricultural lands, as sales are made and the area decreases, the value of the remaining lands will be enhanced and as a consequence the 8,000,000 acres of the original grant still unsold will yield on the average a price per acre considerably higher than has heretofore been realized without in any manner obstructing settlement or depriving your company of the traffic advantages derived from the population of lands tributary to your lines.

"Your lands in British Columbia are of a different character, their main value being in the standing timber and the possibility of large coal deposits, although there are some valleys suitable for cultivation. During the last couple of years a considerable demand has sprung up for these lands and the timber, and ultimately they will yield a handsome return. By the end of the present season 61,000 miles of canal and ditches will have been completed in the western section of the irrigation block, sufficient to give water to approximately 210,000 acres out of a total of 350,000 acres to be served in that section, and the ultimate cost of this work, which should be finished next year, will be in the neighborhood of $6.50 per acre, including the expenditure on the main canal, which will be available for the central and eastern sections as well. While this expenditure gives a largely increased value to the irrigated lands themselves, the adjoining areas, greater in extent but outside the districts that are being served by ditches and canals are being available and will be sold at considerably better price.

"Your directors confidently believe that not only will your investment in the irrigation canals and ditches be profitable, but that a large tract of territory along your main line east of Calgary, that by reason of the uncertainty of the rainfall would have remained barren and uncultivated will be converted into a pleasing and productive district.

Ocean Traffic Profitable.

"Your steamship lines on both Atlantic and Pacific Oceans have not only been directly profitable but they are very substantial contributors to the revenue of the railway by bringing to it traffic that could not otherwise be secured.

"It may be interesting to shareholders to know that with the exception of the discount on the original sixty-five million dollars of common stock sold nearly twenty-five years ago, when few people had faith in the ultimate success of the enterprise, the aggregate of all of the capital stock and securities of other descriptions appearing in the balance sheet has yielded to your treasury cash in excess of their face value. Government and municipal subsidies, whether in the shape of constructed railway lines or of money and the proceeds of the land sales expended on the property, amounting in the aggregate to more than one hundred million dollars, have never been capitalized, nor are they included in the balance-sheet item "railway and equipment."

"As indicating how widespread is the interest in your property and the confidence in your stock that prevails with investors in Great Britain, on the continent and elsewhere, I might mention that when the books closed for the October division there were 11,203 ordinary shareholders whose respective holdings were fifty shares or less, and from information received through banking and security organization whose own certificates are outstanding against stock held in trust for clients, I estimate that there are 3,000 other investors of the same class, making in all upwards of 14,000 persons, whose individual holdings do not exceed fifty shares. Hence it would appear that practically one-third of your entire ordinary share capital is held by these small investors.

Monthly Pay Roll Nearly Four Million

"There are now in the service of the company quite 74,000 officers and employees, with a monthly pay roll of $3,700,000, and out of the whole number of employees I am safe in saying that 70,000 are located in Canada. Estimated on the ordinary basis of five persons to a family, these would represent 350,000 souls or more than one-twentieth of the entire population of the Dominion, and if there be added the men in rail and rolling mills, lumber mills, car and locomotive manufactuties and other industrial establishments, who are engaged in the manufacture of material in large quantities for the purposes of the company, I should say that one-fifteenth, if not one-twelfth, of the people of the country directly or indirectly receive their income from the company.

"The dividend from land interest account will be the same in the current year as it was in the last, namely one per cent. in two annual installments of one-half per cent. each.

Officers Re-elected.

At the meeting board subsequently held Sir William Van Horne was re-elected chairman of the board,; Sir Thomas G. Shaughnessy, president, and David McNicoll, vice-president of the company, and the executive committee was appointed as follows: Lord Strathcona and Mount Royal, Sir Thomas G. Shaughnessy, Sir William Van Horne, Richard B. Angus, Edmund B. Osler, M.P., David McNicoll.

WILL FIGHT THE CORPORATION.

Winnipeg, Oct. 3—Under the heading, "Monopoly's Reason for its Course," the Free Press this morning returns to the fight between the western newspapers and the C. P. R. Telegraph company, showing conclusively in a carefully balanced argument that the doubling of the rates is aimed primarily against the Western Associated Press. In part the editorial is as follows: "What is the explanation of the action of the Canadian Pacific Railroad company telegraph in doubling its press rates throughout the west? Greed had something to do with it. Malice was not lacking because the C. P. R. company's telegraph conceived that by this means it could achieve a revenge, in keeping with its inclinations, upon the Winnipeg newspapers towards whom it at present entertains feelings not precisely cordial. But these were not the real causes. There are some more impelling necessity which compelled it to its course. The public is not posted because they have not been behind the scenes, but the meaning and the significance of this move by the C. P. R. are very clear to the newspapers of the west. They know for whose throat this knife was sharpened. The C. P. R. has taken this action in a desperate attempt to prevent the movement for independence inaugurated throughout the west thus putting an end to the news monopoly which it has so long regarded as its own.

"The public generally is probably not aware that the C. P. R., in addition to its multifarious enterprises has for many years been in the business of collection, distribution and controlling news. This has been one of its most highly prized monopolies. In the history of Canadian journalism it will hereafter always be noted to the credit of the three Winnipeg newspapers that they were the first to break definitely and finally with the C. P. R. as a distributing news agency. The Winnipeg newspapers, thrown on their own resources by their declaration of independence and threatened by the angry and powerful corporation which had deemed itself rooted in monopoly, organized in self defence the Western Associated Press. Beginning with the three Winnipeg newspapers the movement has spread until it now includes twelve daily newspapers between Lake Superior and the Pacific slope. Every week has seen accessions to the list of Western Associated Press newspapers and the C. P. R. has had the unhappiness of watching its supposedly invincible citadel crumbling into sand at the first breath of competition, which preshrdluinfEts..Ig zoffenseist

"The reason why newspapers left free to themselves prefer to ally themselves with the Western Associated Press is not far to seek. The Western Associated Press is not a property concern. It makes no profits; it pays no dividends. It is simply an association of newspapers co-operating in the collection and distribution of news. These newspapers, acting together, control the news service very well. If it is not satisfactory they have the power in their own hands to improve it. They make their own contracts, engage their own correspondents, determine the character and the volume of the service they receive, whereas the clients of the monopoly service have to take what they are given, and sometimes they are given pretty queer stuff.

"The C.P.R. has doubled the press rates, in the hope that they can thus prevent newspapers at points reached exclusively by their lines from taking the Western Associated Press service. The W.A.P. files its service for its client at the C.P.R. offices in this city, and the client pays the telegraph tolls. Obviously, if the tolls are doubled the cost of the service is doubled. A hundred per cent. increase in his telegraph charges is likely, the C.P.R. thinks, to open the eyes of the wandering publisher to the impropriety and danger of trying to escape from the C.P.R.'s pen. While the W.A.P. service is thus burdened with cost, the telegraph company's own service is carried at nominal figures.

"If there could be an investigation before the railway commission it would be established beyond all question that at the very moment the C.P.R. doubled the press rates, under the pretext that the old rates were too low, they were carrying their own service over the wires at rates which were the merest fraction of the original press rates which have now been advanced. The public need have no hesitation in reaching the conclusion that it is a thoroughly vicious and dangerous system which gives to a railway corporation control over the news which appears in the columns of the daily newspapers. There is no other country in the world, at least in Anglo-Saxondom, in which railway corporation or telegraph company has anything to do with the collection and distribution of news. This this system has persisted so long in Canada is due to the exceptional circumstances for which the newspapers have to accept only a small measure of responsibility. The Western newspapers who, so far as they are concerned, have terminted this, have undoubtedly set in action forces which will ultimately force the C. P. R. out of the business of dealing in news. Just at present the corporation is fighting desperately and unscrupulously to avert this fate."

MAKING A FOOL OF LEADER BORDEN.

Prince Albert, Sask., October 4.—With dissentions in their ranks and a heavy defeat staring them in the face, the "Provincial Righters" have thrown off the mask and stand arrayed in their true Conservative colors. S. Moore, of Regina, has been in Prince Albert during the last week presumably to make arrangements for Borden's meeting, but he has been taking an active part in promoting the candidature of Bradshaw, in opposition to the attorney-general. Mr. Moore is not blind to the frailness of the chances of the Haultain candidate, and as a forlorn hope has advertized a dangerous move.

Acting on his advice, Bradshaw's supporters allowed themselves to be persuaded to invite Mr. Borden to cancel his meeting for the twelfth and speak instead on the eve of the election. The Conservative leader has agreed to do so, and the skating rink and city hall have both been engaged for the occasion. The Liberals are not alarmed at this change of program, but, on the other hand, they are delighted that the whole claim of the so-called "provincial righters" to be a distinct patriotic party is stultified in public opinion by this remarkable departure.

A BIG INCREASE IN IMMIGRATION.

Ottawa, October 3.—For the first eight months of this year, the total immigration to Canada was 316,865, an increase of 50,038 as compared with first eight months of 1906. The total for eight months is more than the total immigration during the whole six years, 1896 to 1902, and the increase for eight months alone, as compared with last year, is nearly three times the total immigration during the first year of the present government's regime.

For five months of the present fiscal year, April to August inclusive, the total immigration was 174,647, an increase of 41,232 or 31 per cent. over the corresponding months of last year. The immigration via ocean ports was 143,394, the increase being 43,900, or 44 per cent.

The immigration from the United States totalled 31,253, a decrease of 2,668 or 8 per cent., as compared with last year. For August the immigration via ocean ports was 16,936, and from the United States 3,683, a total of 20,619. The figures for September are not yet available, but it is known that the total immigration to Canada to date for this year is over 230,000, and the arrivals from European countries during the five months April to August, 88,248 were male, 28,502 females and 26,644 children, under 12 years of age. Since 1897 the total immigration to Canada up to the end of August has been 1,148,949.

MANITOBA TAKES UP CUDGELS TOO.

Winnipeg, Oct. 3—The Tribune says this afternoon that it was learned today on reliable authority that action will be taken by the provincial government against the lumbermen's association and an effort made to have the members convicted of combining in restraint of trade. The action is expected to be taken within the next few days by the attorney general's department. It was learned today that the attorney general is already in possession of a long string of evidence that, it is claimed, would go to show that a combine exists and that the combine is an illegal one in every respect. The attorney general's department has been, it is said, investigating the report sent in dealing with the refusal of a company at Rainy River to sell lumber to merchants at Ninette, Man., although the company admitted that the merchant was in good financial standing. The charge against the association will probably be that they combined in restraint of trade and greatly inflated the prices to the consumer.

EDITOR HELD UP BY BIG RAILROAD.

Toronto, October 4.—The Globe today says the editor of the Nelson (B.C.) News has been confronted by the demand that he cease to criticize the Canadian Pacific Railway Telegraph Company on pain of having his news service discontinued. Yesterday his newspaper had been without a telegraph service for two days, and he was told that it would not be renewed unless he entered into a written agrement not to criticize publicly the course of the telegraph company.

The facts have been telegraphed to The Globe by way of Chicago by a gentleman in Vancouver, who is of the highest standing in the public life of the province. Judging by The Globe's experience in having telegraph news of railway accidents suppressed, it would be useless to telegraph to Nelson, British Columbia, for confirmation. But that is fortunately unnecessary, owing to the absolutely traustworthy source of the Globe's information. The situation revealed is intolerable, and it is the duty of the government to afford relief at once.

The telegraph company was chartered to do commercial business in Canada, not merely for the profit of its owners and organizers, but for the benefit of the public. The charter implies the obligation to serve the public. When this obligation is disregarded and the service is treated as a favor to be bestowed on acceptance of undignified and impossible conditions, it at once becomes incumbent on the government to grant all the pany serve the purposes for which it was created.

The Nelson News was deprived of its telegraph service because it criticized the recent sharp advances in western telegraph rates. These advances, according to despatches from Winnipeg published yesterday, are from 66 to over 200 per cent. Just how far these and recent increases in Ontario are justified is a matter that cannot be decided without impartial investigation. Even with inquiry by the railway commission, the possibilities of corporate book-keeping are such that it may be impossible to determine or approximate fair and reasonable rates.

But such rate regulation, imperfect as it must be, is infinitely preferable to dictation by a company which has determined foolishly to play the part of an intolerable autocrat. If the company were allowed arbitrarily to grant or to withhold a service which the charter enables it to render, and in which it may have a monopoly, it would be in control of a large portion of the newspapers of the Dominion. The need of immediate control by the railway commission could not be more clearly demonstrated. This extension of the commission's authority is necessary, but is only a temporary device to make conditions tolerable till the telegraph service can be made a branch of the post office department.

G.T.P. ACTIVITY AT SASKATOON.

Saskatoon, Sask., Oct. 4.—The G. T. P. outfit arrived in the city last night. It consists of a train of twenty-five cars including sleepers, diners, tool, store and freight cars at the service of the engineering department. Accommodation is provided for 150 men all of which will be put to work at once. The outfit is in charge of Engineer Dempsey. This makes the third outfit on the G. T. P. work east of here. One is working west of Portage la Prairie, another 140 miles west of Portage la Prairie, while the third commences to work east from the dinmouth south of Saskatoon. There are now at the G. T. P. yards south of here rails and material enough to lay at least 30 miles of track, and material is arriving at the rate of a trainload a day. Yesterday a whole trainload of steel arrived and today several cars of steel passed over the bridge with the outfit.

THIS FUGITIVE RITZVILLE MERCHANT ELUDES POLICE

From Friday's Bulletin.

E. D. Gilson, of Ritzville, sheriff of Adams county, in Washington, has been in the city for some days. He is here to apprehend Isaac Shafford, alias J. W. Sherfferd, alias J. B. Sarford, on a charge of having wrongfully secured $10,000 by falsifying statements upon which he gained credit. The warrant for the arrest of Shafford was sworn out in Ritzville by wholesalers in San Francisco, Portland, Seattle and Tacoma, and $100 reward was offered for his apprehension.

Shafford conducted a clothing store in Ritzville for some time and is alleged to have secured a line of credit from the wholesalers in the cities named by showing false statements of his financial position. The plan he is said to have adopted was to represent his assets at an amount far in excess of his liabilities, whereas they were actually less.

The case presents several peculiar features. Shafford was arrested in Calgary some weeks ago on information received from Ritzville. As soon as he was taken into custody he retained M. S. McCarthy, who secured his release. In the meantime, the Calgary police telegraphed Sheriff Gilson, but a week passed before the message reached that official, the telegraphers' strike causing the delay, the telegram first going to Spokane and being mailed from there to Ritzville.

On the receipt of this wire Sheriff Gilson filed an application for extradition papers, and proceeded to Calgary. His arrival there found the bird flown. A few days prior to this date Shafford was arrested in Edmonton by Detective Griffith, but after being held for 36 hours he was released, and the police profess not to now know his whereabouts. C. P. R. Constable Foy, of Calgary, came to Edmonton twice for the fugitive, while Sheriff Gilson remained in the southern city, but failed to locate him either time. Then Sheriff Gilsono came on himself, and so far he has not met with any success, although he has been in conversation with Shafford's wife, and is certain Shafford is not far away. Still the fugitive has baffled every effort made to locate him and Sheriff Gilson may have to return to Ritzville without him. The extradition papers are now in Calgary, but until the man is apprehended they cannot be served.

CONVENTION OF WESTERN W.C.T.U. OPENED HERE

From Friday's Bulletin.

The convention of the Woman's Christian Temperance Union of Alberta and Saskatchewan held its opening session in the First Presbyterian church this morning.

Mrs. S. J. Craig, of Olds, presided. With her on the platform were Mrs. Gordon-Wright, of London, Ont., Dominion President of the Union, Mrs. Hyslop, Dominion Organizer, and Mrs. L. C. McKinney, of Claresholm, Recording Secretary. A number of committees were appointed and Canada's White Ribbon Bulletin was brought in by Mrs. Craig. An instructive address was read by Mrs. L. C. McKinney upon Scientific Temperance Instruction, which was followed by a bright discussion of the matter contained.

Reception at Government House.

Mrs. Bulyea, vice-president of the Union, who was present, extended an invitation to the Convention to a reception at Government House.

This afternoon's programme includes the reading of reports by various officers and a Franchise conference by Mrs. Edwards of Macleod. The President's address will be postponed until to-morrow morning, as all of the delegates have not yet arrived in the city. Tea will be served in the basement of the church upon the arrival of the delegates by the afternoon train.

The main features of this evening's session are the Scriptural reading by Mrs Bulyea, Address of Welcome by Mrs. Race, and an address by Mrs. Hyslop the Dominion Organizers.

To-morrow's programme includes an Executive meeting at 9 a.m. followed by a paper on Railroad work by Mrs. Reynolds of Regina, one on Lord's Day Observance by Mrs. Alexander, Lacombe, and the Election of Officers.

The afternoon programme includes: Reports of Superintendents, Work among Foreigners, Mrs. T. Bennett, Strathcon; Exhibitons and Fairs, Mrs. D. A. Sharpe, Wetaskiwin, Legislation and Petition Work, Mrs. S. J. Craig and Mrs. F. J. Reynolds, Regina; Evangelistic Work, Mrs. Harrison, Medicine Hat; Purity and Mothers' Meetings, Mrs S. L. Redman, Calgary; Parliamentary Drill by Mrs. Gordon Wright.

There will be no public meeting in the evening.

WILL NOT ASSUME THE RESPONSIBILITY

American Railroads Declare Operating Methods are Best—Will Defend Themselves.

New York, October 4—The managements of American railroads have begun energetically to prepare their defence against the charge that present operating methods lead to needless losses of human life, and that there is not the fullest use of safety appliances owing to a niggardly policy generally pursued.

The defence will be made before the committee of experts that the interstate commerce commission appointed to thoroughly investigate the operation of the systems and the use of safety appliances, including block signal systems. The operating officials realize that the trial through which they are to pass undoubtedly is the most important in the history of railroads, and accordingly there will be no sparing of time or of expense to place the truth before the American public regarding the operation of American lines.

Of course, niggardly policy will be denied and efforts will be made to show that whatever may be the fault it does not lie with poor rules or lack of appliances.

Claim to Lead World.

The first of a long series of conferences between the committees of the American Railway Association, in charge of train rules and safety appliances, has just closed here. These committees are to work together for the next few months in preparing amended rules of operation and an amended code of signals for the operation of block signals for the inspection of the commerce commission's experts. Through these the railway men believe they will be able to convince the experts that the science of operation of the systems has developed in the United States as it has in no other country and more rapidly than any other science that may be mentioned.

What then is the cause of the fearful sacrifice of human lives on the railways of the United States? The answer to this question, if ultimately given by the committee of experts, may startle the entire world and possibly may involve labor and capital or labor and the government in a long and bitter struggle. The railway men will endeavor to show the committee that the rules and the methods of operation in this country have kept pace with the demands of traffic.

Laxitay of Rules Blamed.

The sole and logical conclusion, this premise being proved correct, is that it is not lack of method or of rules from which the travelling public is suffering, but a rather nonobservance of rules. This being the case, the problem which will confront the committee is one of most serious import and possibilities in its solution. Eliminating the percentage of failure through human fallibility, and there would seem to be only one way to secure better observance of operating rules, and that is by enforcing stricter discipline.

This will bring to the front the questions whether or not the alleged lack of discipline on American railways is due to the dictation of labor unions, and, if so, what is the cure. It is not thought that this claim will be forced on the attention of the committee, but it is known that the railway men will insist that their operating rules are as nearly perfect as science can make them, and that they must have better observance of rules. The need of more stringent laws and a more rigid enforcement of laws passed to punish those who cause death and disaster by disobedience of rules will be urged by rail officials.

E. A. Moseley's Views.

That the hope of the railway managements that they will convince the committee of experts that the rules of operation are not at fault is not without warrant is seen from the following recent letter written by Edward A. Moseley, secretary of the interstate commerce commission, to W. F. Allen, editor of the Official Guide:

"The writer has publicly stated on numerous occasions that the rules of your (the American Railway) association have been productive of great good, and the public owes your association a debt of gratitude for the many reforms it has instituted, resulting in economy and facility of transportation as well as safety to the travelling public and those employed in railroad transportation. It is one of the requirements of the commission that a person entering its employ as a safety appliance inspector must be familiar with the rules and standards of the American Railway Association, as well as the Master Mechanics' and Master Car Builders' Associations."

It is also the hope of the railway men to prevent the committee from opening the door wide for all the inventions that are sprung with a view to making operation safer.

ous veterans whose parts are played out, although they may not know it, Lord Rosebery rather ridicules the idea of conferring life peerage on any considerable number of men eminent in literature, science and arts as tending to convert the House of Lords into a zoological collection of celebrities. There are, however, members of the select committee who think that the residents of the Royal Society and the Royal Academy and other bodies conveniently might be members of the House of Lords during their terms of office.

Rosebery has the happy knack of appealing straight to the intelligence and common sense of the people, and it is understood that he will, at meetings which he intends to address in November, give the details of the scheme thus briefly outlined.

Warranted to Give Satisfaction.
Gombault's
Caustic Balsam

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