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SIX

The Rews. ST. JOHN, N. B., JAN-22, 1909.

RESTORING PEACE

Thanks to pressure brought to bear by Britain and Russia, the probability of war, involving Austria, Terkey and a number of the smaller states, has been largely dissipated. Although the relations betwen all the states are not yet friendly, Austria's backdown, brought about by the influence of the aged Emperor backed by outside persuasion, has so far cleared the situation that the differences still existing will yield to ordinary financial negotlation. Austria, which flatly refused to pay any indemnity to Turkey for the annexation of Bosnia and Herzegovina has at last yielded under compulsion and has arranged a settlement. The amount which Turkey accepts, \$11,000,-000, is described as compensation for imperial forests situated in the annexed provinces, and by this description Austria is enabled to back down most gracefully.

Turkey and Bulgaria are still at loggerheads, the former power obstinate ly refusing to recognize the independence of the' principality. Ferdinand's government is willing to pay a lump sum for the annual tribute from Eastand personal honesty are of greater ern Rumelia and to purchase Turkey's interest in the Rumelian rallway. But Turkey demands indemnity in lieu of the Bulgarian tribute and also asks settlement for Bulgaria's share in the Ottoman national debt. Bulgaria, in opposing these demands, has hitherto city. enjoyed Austrian support, but this has

been withdrawn by Austria's settlean aldermanic council, freed from the ment with Turkey. Some compromise must be reached or the matter will be decided by the conference of powers which is shortly to be called for the purpose of revising the Berlin treaty. turn resents such criticism and endea-Meanwhile Servia and Montenegro vors, to avoid it, by using its very are like Bill Balley-out in the cold, best judgment in all civic business. and clamoring to be taken in by some-This relative attitude naturally tends body. They are endeavoring to make more important advantages accruing trouble, but it is apparent that the powers will stand no nonsense, and under the control system. Other adindeed several warnings have been sent vantages, as mentioned, include facilitating public business, relieving the to Belgrade that bellicose action will be council of a great deal of unnecessary promptly checked. These two small states continue to demand a section of detail, and preparing all new subjects the annexed territory, which Austria for clear presentation, with arguments will not grant. An appeal to the powpro and con concisely arranged. Mr. Spence last evening, in the very ers may be taken, and possibly Turkey will be persuaded to sell a strip of country connecting the two pricipali-

In any event, there is now but slight probability of war, and for the peaceable solution of a complicated problem praise is due Britain, Russia and the citizens of St. John.

---THE INTERCOLONIAL The Toronto Globe, having previous-

THE DANGERS OF PAUPERISM declared its favor for the scheme of In these days when not a few Canommission operation of the Intercoloadians are inclined to make much of nial, has sent one of its staff on a the backwardness of the Maritime Provvinces it is well for us to give some thought to the subject. The natural tendency is to assume an air of ure tendency is to assume an air of injured innocence and to deny with sufficient and becoming vehemence that we lack any of the qualities and accomplishments we should possess. Interference on the complished in the local press Saturday afternoon and the Sufficient accomplishments we should possess. Sturday afternoon and the Sufficient accomplishments we should possess. Sturday afternoon and the Sufficient accomplishments we should possess. Sturday afternoon and the Sufficient accomplishments we should possess. Sturday afternoon and the Sufficient accomplishment for sufficient accomplishment to Sufficient accomplishment for sufficient accomplishment to Sufficient accomplishment for suffi

THE NEWS, ST. JOHN, N. B., FRIDAY, JANUARY 29, 1909.

lonial, no account is taken, however, of either the freight rates exacted on

the Intercolonial were able to exact

traffic charges equal to those received

by the Victoria commission it could

make even a better showing financial-

ly. If, for instance, the Intercolonial had charged Victorian freight rates in

Australia, Mr. Henry Demarest Lloyd,

in a book entitled "Newest England,"

MR. SPENCE'S ADDRESS large part of its distance through un-The most convincing argument in ettled territory with stations long disavor of civic government by board tances apart. The Intercolonial emof control, in the address given last evening by Mr. Spence of Toronto, was the extreme moderation marking the whole discussion. The concise, dispasploys an average of 4.65 men per mile of railway; the Grand Trunk, 6.5; the C. P. R., 4.29. In all America there are only two or three roads employing fewer men per mile, and these, like the sionate and admirably logical manner in which the subject was presented convinced the gathering that the speaker was not a prejudiced enthu-siast, hor a faddist, but a practical and clear headed business C. P. R., run through thinly settled lands. The average of employment on all American roads is 6.11. Now for the "graft"-the political

burden which is supposed to be piling up the cost of Intercolonial operations man, one who has realized by experiman, one who has realised by experi-ence the difficulties in the way of a satisfactory solution of the civic problem, who has had a personal real-isation of alternate failures and successes, and who because of the final outcome of the original scheme believes the sys-tem in vorue in Toronto to be a

tem in vogue in Toronto to be a mon basis of attack upon the existing little better than any other now avail-system, will be regarded by the avertem in vogue in Toronto to be a little better than any other now avail-able. Mr. Spence does not claim per-fection for the working of the board of control plan, but judging by what has been accomplished within his own personal knowledge, he believes it to be a little better than anything else. His address cleared up many points of lesser importance upon which there has been some uncertainty on the part of a number of St. John men who have looked into the subject. We have departmental administration should be fer entirely in the hands of experts in each particular line, but that the

ach particular line, but that the available, show that the operating cost plus amounting to something over 3 per each particular line, but that the available, show that the operating cost parts amounting to something over a per board of centrol should be composed per train mile on the C. P. R. was cent, of the mean capital cost of the roads. In comparing these returns with prevalent deficits on the Intercolonial, \$1.21.

To sum up:--iAll the argument in the Victoria roads or of their cost of and personal honesty are of greater importance than expert skill, and he has shown that two lawyers, a doctor, and a merchani, form, in Toronto, a board of control quite capable of deal-be big enough to act wholly in the cost of their cost of per train mile of operation. As a matter of fact the cost per train mile of operating the Vic-toria railways is nearly Couble of the cost on the Intercolonial. The Canadian board of control quite capable of deal-ing satisfactorily with the many ad-ministrative problems arising in that city.

Mr. Spence has also revealed that reduced by discharging difteen hundred while the Victoria roads, managed by an aldermanic council, freed from the men, or thereabouts, by eliminating an independent commission, cost ebout the source of insignificant things, becomes an active opposition here it is shown that, compared with here it is shown that compared with the source of the other large railways, the I. C. R. is those charged on the Intercolonial. If by the board of control. The board in already undermanned; that, in spite of alleged graft and political deals of all kinds, its cost of operation is less than the other Canadian roads. Apparto good government, and is one of the financial reform is reduced to the matently the actual field for an effective ter of rates. And we do not believe that the Intercolonial needs that sort of reform, or of nearly \$2,000,000, it would have pro-that the commercial and industrial in-

terests of the Maritime Provinces \$7,000,000, equal to over 8 per cent. prowould be improved by any change in- fit on the total capital invested. volving an increase in freight or passenger tariffs. Such increase is im-

possible on long distance traffic, for ive answer to this pro-commission arbrief time allowed him, could only these rates are as high now as comtouch on the main principles involved peting railways and water transportain his subject. His address has however, made the question of a change in on local traffic, and if a commission islation, abandoned the commission our method of civic government a very would burden the local shippers for plan, after a careful trial extending live issue, and any further information the benefit of through traffic how over a period of five years. Describing live issue, and any further information the benefit of through traine new over a period of five years. Describing the may give will prove of value to much better would it be than the most the conditions of railway operation in

upon insufficient information and administration by 'non-political' comviews the subject from the wrong missioners. All the Australian colonies would develop our workers into skilled mai, has sent one of its staff on a angle. It is not sufficient reason for except New Zealand retain the 'com- would develop our workers into skilled mechanics of the highest order. Surely trip through the Maritime Provinces, demanding a change to say that there missioner system, and where it was the lethargy of governments cannot ostensibly to sound public opinion with are deficits, while enormous canal the strongest I heard the bitterest much longer resist the growing demand regard to this question. Whether or and the burners, whether or deficits are borne by the public treas-not the reporter was instructed in urv without complaint. And, as we public treas-

FIGHTING CONSUMPTION abuses or improvements. The other is We publish elsewhere a report of a We publish elsewhere a report of a circular sent out by Dr. J. R. Mc-Intosh, to whose appeal for pub-lic interest and support for an association to lead the campaign in this system serves the officials of the roads of the question The Sun has left these two ways open. Mrs W. F. Hatheway, a "bureau" system, and is much less this province against tuberculosis we give most cordial and sincere endorse-when attacked, and it serves the pub-in his letter advocating a commission states that he "read in a Quebec par ment. The proposed scope of the or-ganization, as outlined, comprises not tablishment of sanitaria and the pas-tablishment of sanitaria and the pasthe defensive. The commissioner, or "non-political" system, as it is called, to give it the but also a campaign of public education in the prevention and treatment appearance of being free from the poof the disease. This admirable and litical abuses of patronage and the necessary scheme naturally entails only in name. The commissioners considerable expenditure, the money for which the Association hones to the planet well they exist only at considerable expenditure, the money for which the Association hopes to raise through public subscription, a hope in which we earnestly join and for the realization of which will give our ardent co-operation. the pleasure of parliament. Manage-

and ed by the Conservatives the party of property-in 1887. It did not please the people of New Zealand. The commissioners were able to show in their an nual reports a profit nearly equal to the amount of interest needed for the railroad debt, but it was evident that it was only apparent, and that both the roads and the employes were being starved to show this profit for the present glory of the commissioners. The true economy of the railroad sys-

tem was being sacrificed.

Is that the system the Intercolonial needs? But that is the system in the minds of those who, oblivious of Maritime interests and jealous of the money the Intercolonial costs, would thrust upon these provinces. As The Toronto News, the chief exponent of the policy, admits, the first business of a commission would be to discharge men, cut down expenses and raise rates. And that is all a commission can do. It has no more power to exrand and extend than a Minister; has not so much incentive and cannot exert the same influence upon the parllamentary vote. Better far the present system, with all its imperfections, than this; for if the government has no commercial reasons for developing the Maritime Provinces, it is at least amenable to political argument, and an independent commission, if it were worthy of the name, would be free from both.

-EARL GREY AND TECHNICAL

EDUCATION

the year 1905, when it showed a deficit His Excellency Earl Grey contributed timely and forceful word for the furherance of technical education in a speech at the recent opening of night lasses in the Montreal Technical and High School. There was one thing, he said, of as much national importance R. has created it in the West, for into Canada as a tariff, and that was the stance? That is what we should like gument is the fact that New Zealand, probably the most advanced country would result from a competent techskill and efficiency of its citizens, which nical educational system. Though Montreal would in time be one of the foremost cities of the world, it was yet far behind in technical education. He also pointed out that Montreal, in this respect, was far behind towns of equal published a few years ago, writes: "All were several other prominent speakers, size in the United Kingdom. There As a matter of fact, the average the colonies were led in the years 1883 including Hon. W. A. Weir, Provincial critic and would-be reformer of the and following to substitute (for direct Treasurer, and all agreed with His Intercolonial, bases his judgment government operation) the system of Excellency that Canada's crying educa-

gestion for the operation of the road accessible and responsive, and by its very constitution cannot admit into its calculations a policy of reducing rates for the rank of years by an independent —that is, if there be any public necespar that The sun had declared in Main Street Baptist Has a It would have been fairer and less indicative of the "partisan motives" which he disclaims, if Mr. Hatheway had sought The Sun's own columns for its opinions, instead of accepting offhand a Quebec paper's blased interpre-tation. It would also have been fair-

The annual meeting of the Main street er, if in mentioning the report that Baptist church was held in the ves Mr. B. F. Pearson of Halifax and Mr. H. J. Logan of Amherst were interestlast evening, the pastor, Rev. Hutchinson, presiding. ed in a syndicate which was endeavor-The pastor reported that during ing to lease the Intercolonial, Mr. latheway had also taken cognizance past year he had made 1,200 calls of the prompt and explicit denial of ported that the men's Bible class that ridiculous report made by those in excellent condition. He retu gentlemen. We hope that Mr. Hathe-way founds his belief in the merits of commission upon more solid grounds than he has put forward for his censure of The Sun, and for his remark-able conclusion that any private company would aim to sidetrack St. John

for the benefit of Hallfax. Also the comnunication would be of more public interest and value if he had specified what, in his opinion a commission of 647. could do, beyond what the government is doing now, for the improvement of the Intercolonial and the development of the Maritime Provinces. Fortunate lcy the Toronto News expounds the property was in good condition. mmission policy as it appeals to the

ance, 1908, 422; receipts, \$538.79. The o list. By advancing the rates to the ficers elected for the ensuing year level charged by the C. P. R., the other than the superintendent who commission, says The News, would to be named, are: Assistant super add at least half a million to the reve- tendent, A. Niles; treasurer and libra nue. Thus, at once, the financial an, John P. Cowan; assitant libraria showing of the Intercolonial would be Mary Thorne; secretary, Ella McAlar improved by \$2,000,000, thus effectively assistant secretary, Jessie Burke; pla That is what a commission could do-

Alice Burke; superintendent prime perintendent primary department, Ha peration of the Central Railway. A zel Burke; superintendent cradle roll

> Flewwelling; treasurer, Mrs. J. A Thorne. This society reported that dur ing the year they had raised \$283 f missions

Young Ladies' Aid Society-Presider Mrs. E. M. Siperell; first vice-president Beatrice Andrews; second vice-pres dent. Della Hurder; secretary, M Watters; treasurer, Helen Cowan; ey ecutive committee, Bessie Cowan, Kat Finley, Ida Marvin, Bessie Sulliva rather than retrenchment; more traf-This society also reported a successful

> The church officers elected for th present year are: Clerk, F. E. Flewwe secretary, Wm. Hatfield; convenor

> > Case, W. H. White, A. Niles.

J. A. Thorne.

tabrooks, Hartley Case.

EIGHT KILLED

utely harmless, prompt and safe.

Mr. J. L. Purdy, Millvale, N.S., writes:-"'I have been troubled with a

world set has been troubled with a hard, dry cough for a long time, especial-ly at night, but after having used Dr. Wood's Norway Pine Syrup, for a few weeks, I find my cough has left me. To any person, suffering as I did, I can say that this remedy is well worth a trial. I would not be with writh a trial. I

would not be without it in the house.

So great has been the success of this

Superintendent of Baby Band-Mrs.

Ushers-W. G. Estabrooks, J. W.

BY EARTHOUAKE

McAlary, A. Niles, J. R. Dunham, F.

E. M. Sprague and H. V. Hayes we elected deacons for a period of three years. The financial committee is: L. I

THE HIGHWAY ACT

ROW WHE Defeat or Retirement o House Results in Others to Seats "] New Brunswick Civil Service Increa

NEW FACES IN TH

OTTAWA, Jan. 18 .- Whn the two hundred and twenty-one members of the commons in the eleventh parliament of Canada assemble on Wednesday for the first look at their collective selves the survivors from the last narliament will find just one-third of the old crowd missing and an additional effect of newness given to the scene by a general shuffle of seats. The defeat retirement of seventy-one members of the old house has resulted in a promotion of many of their more fortunate colleagues to seats "nearer the front.

In this re-alloting of seats greater changes have been made on the Conservative than on the Liberal side of the house. The opposition front row will show five new faces. Andrew Brodeur, the veteran representative from Dundas, has been brought down from the third row to the front division. He has the first seat on the speaker's left. Then come two new embers of the house-Mr. Cowan of Vancouver and Mr. Doherty of Mont real, replacing respectively Dr. Reid of Prescott and Col. Sam. Hughes. Dr. Reid takes a seat in the second row behind Hon. John Haggart, and Col. Hughes moves over a seat to take the place left by Mr. Bergeron. Next come Dr. Sproule, Mr. Borden, Mr. Foster and Mr. Haggart, each keeping the same seats they have held for the last twelve years. Mr. Monk moves down to the first row next to Mr. Haggart, replacing Hon. David Teesdale and taking official rank as the leader of the Quebec Conservatives. Mr. MacLean of East York, Mr. Lennox, Mr. Northrup and Dr. Roche of Marquette complete the front benches. The last named is promoted from fourth row and has precedence over his fellow opposition members from the prairie provinces. George Taylor, chief Conservative whip, has placed himself directly behind his leader and has given up his old place in the second row. Mr. Barker will sit next to him, directly behind Mr Fos-

ter. Thorne, A. W. Gay, R. C. Elkin, F.

On the government side of the house the old new face in the front row will e Hon. Mr. Sutherland, who takes th eat held by the late Hon. Thomas

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thanks for the many favors shown the past year, and asked for the operation of the members of the c during the present year. A. W. Gay, clerk, reported a bership at the close of 1907 of 620; ing the year 15 had been added by tism and 12 received by letter, m a total membership at the present 1. W. H. White, treasurer, reported receipts for the year, \$4,581, and penditures, \$4,600. The trustees reported that the church The ushers' report was presented

ANNUAL, GATHERING

Membership of

647

Conservative leaders, in more detail. W. G. Estabrooks; the music comm According to the News, the first thing tee by W. H. White, and the Sunda a commission would do would be to school report by 1. V. Hayes. discharge about 1,500 men, thus saving The Sunday school report was as fe about \$1,000,000 a year. Another half lows. Scholars enrolie 486; averag million would be saved, it calculates, attendance, 1907, 391; average attenby the elimination of the patronage

ist, Louise H. White; assistant planist, that is if it were a really independent department, Elsie Erb; assistant commission and not a political farce such as Mr. Hatheway supports in the

commission can retrench-that is easily Mrs. W. H. White. seen; but can it expand? It must go Ladies' Aid Society-Secretary, Mrs to parliament for every cent it spends, the same as the present management.

Where could it get the money required for the creation of traffic, as the C. P. to hear explained by the commission advocates before the country is committed to this system. For, unquestionably, what the Intercolonial and these provinces need is development,

fic rather than high rates and poorer yoar. service; more new and active men in the management rather than a diminution in the number of mechanics and ling; treasurer, W. H. White; financitrain hands. Under direct government operation these things, as we have learned, are difficult. Under a comushers, W. G. Estabrooks.

mission they would be impossible. ----

The St. Croix Courier, which speaks Hayes, Peter McIntyre, W. H. Whit

Such a course reflects credit upon the first instalment of his report published to some extent; but no railway is free men who pursue it, but while it does in Friday's Globe, furnish evidence not offend provincial pride it has not that he had, at least, given careful tercolonial needs is not so much rein the past ministered to provincial perusal to his paper's editorial deliv-

Visitors from abroad no doubt desire to create a favorable impression journalistic duty of a reporter in the Dekward Maritime Provinces need in and therefore easily give themselves over to the discussion of that we have to bolster up The Globe's previously done and that we may do. But it is advanced contentions. His paper's but a better service, a management not well for us to listen to every word thus spoken. There are good and suf-

had he found otherwise. ficient reasons for the present situa-But though the majority of those tion else it would not be, but we cannot be blind to the fact that as yet we parently expressed their belief in the have not begun to develop the possidesirability of a change in the present bilities that are ours. There are indications of a local desystem of Intercolonial management fect. It is not easy to gain local support for local enterprise. The savings found capable of managing the road as of the people find investment either a purely commercial enterprise," they directly by consent of the investor or fail indirectly through the various financial institutions in the support of work

outside the provinces. Small complaint can be made against such a tendency. It indicates, however, an absence of local enterprise and a deplorable lack of faith in local men and local possibilities. We do not betray a belief in the op-

portunity here offered. We expect our ablest men to move to larger centres that they may there find work for an indefinite period men of firstrate ability. We expect men of great business ability to devote themselves to the larger tasks that are offered elsewhere. And yet we cannot but note the fact that men from other parts come East to find in the dealopment of our resources the opportunity they seek.

That spirit of unbelief expresses itself very well in the off-hand way in certain confident provincial which minds dismiss the idea of developing a great railroad system here in the east. So long as the government is prepared to make up Intercolonial deficits so but simply by the application of up-tolong the east will not protest. But it date and practical railroad methods. ought not to be possible for the people He did not starve the service nor meaof the provinces to fear the removal surably change the rates; he simply of that government bounty to the In- stopped leaks and reorganized operattercolonial. We are quite willing that ing and book-keeping methods. True, the experiment of a government owned and government operated railroad this year, but not nearly so large a should be given here a complete and exhausive test. Let every imaginable variety of operation and management be devised and practiced. But let no Maritime man confess that we are less able than Ontario and the west to build up and sustain a great railroad syson the basis of private ownership and without government bounty. To contend for the continued operation of the Intercolonial as a government rail- a commission or a company. road because it was so written in the original confederation agreement is to manning of the road, which The Toronconfess that we have been and are a to News declares to be the greatest pauper people. The Intercolonial has drain, estimating that a commission as done excellent service in the would begin by discharging 1,500 men past and will continue that service in and thus saving a million a year in the future. But the good that has been noost if we have lost the sense of the description of the sense of the

unanimously to state factual grounds for their belief or their favor. The common idea seems to be that the deficits of which so much complaint is made are due entirely to political influences, which load the rallway with a greatly excessive staff, induce rates lower than is businesslike and leave the door open for exorbitant graft. It is apparently taken for granted that these comprise all the grounds for complaint in I. C. R. operation, that these grounds could be easily removed worthy their powers. We have no by "taking the road out of politics," educational institution that can hold and that this removal of political hin drance would naturally be accomplished by an "independent" commission. 'And these carelessly accepted ideas are founded upon an ignorance of railway operation generally, of Intercolonial and Maritime conditions in parti-

cular-ignorance also of both the theory and the actual results of commission operation. To begin with, the I. C. R. has not always had deficits. For two successive years Hon. Mr. Emmerson produced substantial operating surpluses, and that by no revolutionary procedure there will probably be a large deficit deficit as the Grand Trunk system has been compelled to report. The year's reduction in traffic and increase in expenses have been felt with equal force by the C. P. R. and the Canadian Northern. And none of these railways are in politics; and none of them were affected by the election. The I. C. R. would have felt the general stringency of the year if it had been operated by Now, with regard to the alleged over-

abundant we are about to enter upon a year of

arrange methods of appointment to from these hindrances. What the Inperusal to his paper's editorial delivit and hence more revenue rather than of parliament are simply commission trenchment as expansion; more traffic out on his quest. And, as was the less expenditure. And what these circumstances, he has found evidence this connection is not less employment, not higher transportation rates, judgment would have been discredited which will go out of its way to stimu-

late business and industry and thus create traffic. And none of the exwho have been interviewed have ap- ponents of the commission plan have as yet set forth how a commission, dependent, as it must be, upon an indifferent parliament for every doland their favor for a commission, if, as lar it might desire to apend, could one puts it "a commission could be serve this purpose. ----

THE BUSINESS OUTLOOK

"Industrial Canada," after inquiry among prominent manufacturers and business men all over Canada, including Mr. T. H. Estabrooks, of this city, reports a general expression of "conservative hopefulness" regarding the business prospects for 1909. The past year, it finds, has had a chastening influence, and in the letters it has received there is nothing of the intemperate enthusiasm which characterized the sentiment of the years preceding the recent trade reaction. There is not one of Industrial Canada's correspondents, however, and they extend from Nova Scotia to Manitoba, who does not express the reasoned opinion that the present year will be one of increasing activity and pros-

perity. Briefly summarizing the causes and indications, it points to the increased demand for steel and iron, indicating a resumption of plans for construction and extension; the great freedom of money, permitting of the ready extension of business along safe lines; the great crop, particularly in the West, and the large proportion of it which was marketed before the close of navigation; the continued activity in the construction of such great enterprises as the G.T.P.; the increase in population, which creates a market, not only for farm implements, but for clothing, building supplies, house furnishings, etc. In the Maritime Provmoes, owing to the diversity of interests the depression was not felt as severely as in other parts of the continent. This region, which draws its wealth from all four of the chief wealth-producing activities, farming, mining, forestry and fishing, has little

to fear from a trade reaction. Seldom will there be a failue in all four. Last year the farm crops were especially Finally, the surest indication that

activity lies in the fact that trade even now is showing marked improvement. In most lines inquistes are more frequent and orders more numerdisgrace of dependence, if we have be- than the average on American reads, and the prospects are that this conous than they were at the correspond-

places and must be consulted on new lines, confessed that his life was made a burden by the politicians. "The politi-We publish elsewhere a number of

agents for their constituents.' "The people of New Zealand made the discontinuance of the system of rallway management by commissioners or the 'non-political' system an issue of the election of 1893. They ests to develop Maritime territory. In returned to parliament men pledged to abolish the commissioners and put the highways again under the direct administration of a minister of railways and parliament. The popular verdict was overwhelming."

The reason for this change, says Mr. Lloyd, was that the commission sys- transcontinental system. tem was found to be almost private Whatever the outcome of the considerownership, and in its worst possible ation which the government is at pre-

form, since the commissioners had the sent understood to be giving to Interpowers of private owners, but none of colonial affairs, this discussion will do the responsibilities of owners who suf- good by directing the thought of the fer loss for their mistakes. It was a Canadian public to a problem in which commercial sysetm. It/ made money large general and vital local interests for the treasury, and to that extent are concerned. It should also stimulate say now, was only a feeler thrown out lightened the tax of the rich man. Maritime business and public men to to test public opinion. The government ment, not for profit but for the best public service, disregards profits and measure of Maritime improvement. It measure of Maritime improvement. It does not, like the other policy, relieve is by no means certain that the govern-in opposition, promised great things in the line of bishway logislation; they the large taxpayer by paying the ex-ment contemplates any radical change the line of highway legislation; they penses of the state out of the earnings come of the railroad. These earnings come ont of the travel and traffic of the of the railroad. These earnings come has as yet reached no conclusive opin-out of the travel and traffic of the multitude, and to make a profit from the be applied; and it may be taken as the travel of the treasury is ernment of which the rich man gets thoughtfully and forcibly expressed, first acts was to bring forward the

the greater advantage. will exercise the strongest influence in new act. "This bill," declared Mr. The commissioner system seeks to determining the direction of any change | Hazen, "is a complete carrying out of reduce taxes. The other seeks to lessen which may be made. In the circumthe expense of living for the people. stances it would be well for every Mari- of his colleagues in the government It was by the sure intuitions of demotime man to weigh thoughtfully the said that "the government in this case cracy that the people in New Zealand possible alternatives and their probable favored the policy of direct parliament- effect upon the future of this Maritime ary control. By this policy, as popu- country. lation and business increase, the tariff The proposition which should arouse

cheapens and the public, by a lower- the most immediate and forcible proing of its rates, is given the benefit of test from both New Brunswick and its own growth. Nova Scotia, is any scheme for the sale The "political" management of the of the road to any or all of the existing New Zealand railroads can carry with- transcontinental corporations. The inout charge lime for the farmer and terests of all of these are far apart timber for boxes for produce to be ex- from Maritime interests. Their big ported, because the public good will work is in the West; their aim to build gain more from the prosperity result- up that country. To them the I. C. R. ing than it will lose in lime or timber would be only a side-line, to carry freights. But the technical manage their winter export traffic. As one of ment, and hence all this endeavor to ment by the commissioners in Victoria the correspondents whose letter is who are railroad men first and last, printed elsewhere points out, the C. P. which Mr. Hazen and his fellow stateswhen it is asked to carry coal below R. for instance, refuses even to con- men have to swallow during the comcost, refuses because it has to look tribute to the cost of wharves it uses ing session. out for the prosperity of the rallroads in this harbor, while in the West it and leaves the prosperity of the coun- invests millions in improvements of all

and the C. N. R., if it does not get the One great value of the political me-

thed is that it gives a voice and chance so doing, would probably bring much man who invited the sleeping-car; nor needed transportation facilities to the were Mr. Vaile, the inventor of the St. John River valley. zone idea in New Zealand, nor the minister in Hungary, who introduced

an imperfect modification of it, railoutright sale of a railway which, road men.

matter with the Hazen Highway Act-alleging that all of our criticism has been vaguely general, carefully THE INTERCOLONIAL avoiding specific objections. As a

letters relating to the future of the Indetail, objecting, not only to the intercolonial, illustrative of the confusion creased taxation it imposes without of opinion which prevails throughout provision for expert expenditure of the Eastern Canada. One, it will be noted, money, but also, and chiefly, to its favors the operation of the road by a dismal failure as pledge fulfiller, the commission; the others advocate its obvious and rank political motive of lease to a company bound by its intermany of the clauses, and its useless multiplication of officials, largely for P. Elkin, Allan McIntyre, R. W. Esaddition to these, other suggestions the apparent purpose of providing jobs have been made in varied profusion by for party friends. But we do not procorrespondents and editors of half the pose to rehash all that now, even to newspapers in Canada, the one which oblige our valued friend, The Courier. seems to have the strongest advocates

Instead we refer its editor to the being a scheme for the transfer of the Mnuicipal Councils all over the province, which have been almost unanirailway to Mackenzie and Mann as the terminal completion of their great mously denouncing the Act during the past week or two. They represent the people affected and their opinion has more weight in this matter than The Sun's.

It is entertaining to note the atti tude of the government press in the SMYRNA, Jan. 19 .- So far as can be face of this storm of disapproval, much of which comes from the govascertained eight persons were killed this morning by a sharp earthquake which occurred at Phocaoa, 25 miles careful study how best to evolve from had no intention of putting it in force northwest of this city, and at other neighboring towns, Considerable damage was done to buildings at Phocaoa. The shock was very strong at Chil, where the population became panicstricken, though no serious damage resulted there.

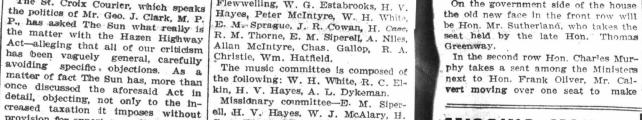
This city also experienced the earthquake, but there was no loss of life and no damage done. The American certain that Maritime opinion, if returned them to power. One of their battleships Louisiana and Virginia are at present at anchor in this harbor.

> DR. WOOD'S NORWAY was carrying out the promises made to the people in a way that the people would commend." The provincial sec-PINE SYRUP retary, in discussing the section doubling the road tax, said that "a large Is without an Equal for expenditure was required, and if good roads were to be had there must be a COUGHS, COLDS, BRONCHITIS higher tax than twelve cents on the and all Affections \$100." All amendments proposed by the opposition were promptly voted of the THROAT and LUNGS.

down and the Act passed with a great flourish of trumpets. It was to be pro-All the most serious affections of the laimed on the first of January. But throat, the lungs and the bronchial tubes, are in the beginning but colds or coughs. there have been a few elections since Too much stress cannot be laid on this fact, and neglect to cure the cold very often causes years of suffering and in the end comes "Consumption." Dr. Wood's Nor-way Pine Syrup combines all the lung healvirtues of the Norway pine tree with ther absorbent, expectorant and soothing medicines of recognized worth, and is abso-

try to those whose special business links. Besides, the C. P. R. and the G. T. P. have already Maritime outlets. PARIS, Jan. 20.-A special dispatch from Turin to the Petit Parisien says that the Duke of the Abruzzi has decided to resign from the navy and to renounce all rank and honors to marry Eliminating this proposition, and at the same time, as Hon. Mr. Graham Miss Katherine Elkins, but that the king has refused to accept the duke's has done, any scheme involving the resignation.

rome willing to plead poverty as the reason for government support. and less than any other Canadian road, dition will become stronger as the reason for government support. and the prospects are that this con-except the C. P. Re which runs for a year advances. and the prospects are that this con-dition will become stronger as the the people for suggestions either as to



phy takes a sent among the Ministers next to Hon. Frank Oliver, Mr. Cal- the vert moving over one seat to make



BOSTON, Mass., Jan. 18 .- Frank H. Bell of Toronto, a sailor, for thirty-two years believed by his relatives to have fd y een dead, was today given a hearing Ear in the probate court, where he appear- and ed to contest the will of his mother. be Bell never saw his mother after he was has eight years old. His father, John Bell, in a was lost at sea in the early sixties, and young Bell was sent to his grandmo- Mr. ther, then living in St. John, N. B. pat The testatrix left an estate valued at \$7,000 to her husband, her nephew and her sister-in-law. The son claims to urge his right by law. Mr.

FIRST PUBLIC DONATION TO FUND IS SENT

Raymond of this city, Hon. Judge tients Wedderburn sends the first public con- suppo tribution towards the campaign to be Dr. started against tuberculosis. His tral lordship states that he is pleased to that hear that an anti-tuberculosis society have is about to be formed, as he feels much was sood will result. He expresses the be- cernin lief that active measures for the prevention of the disease are necessary. Judge Wedderburn in addition sending his check for \$50, asks that he e elected a life member of the society. In the near future the deputation com-

posed of clergymen and physicians will meet the government in the matter. A DUCHESS' SIXPENCE RAFFLED.

LONDON, Jan. 16 .- A sixpence paid the Duchess of Portland for a program a charity matinee has been instruecone main intal in providing a breakfast for more than 300 poor children in Mansfield. The coin was raffled, and more than 500 bought tickets.

METEORS SET FIRE TO A FARM.

MADRID, Jan. 18. - Five meteoric stones weighing from two to sixteen pounds each, fell a few days ago in the Sold te of Jubilla del Agua, Spain, set-Dog fire to a farm,