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RAILWAY SUBSIDIES.

A step of great importance has been taken by the Borden government in handling railway subsidies. The Dominion government, for many years, has pursued a policy of aiding railway construction by granting subsidies. This has not been a matter of politics, both parties recognizing it as desirable to extend government aid to the creation of railway systems designed to develop the resources of the country. From 1884 to March 31, 1912, according to the public accounts, no less than \$43,494,680 has been paid out in this way. About \$15,000,000 was paid under the old Conservative government in the thirteen years from 1884 to 1897; \$27,600,000 was paid in the fifteen years of the Laurier government, and Mr. Borden's government in 1912 was responsible for some \$850,000. The aid thus given as part of the settled policy of the governments of Canada, Conservative or Liberal, undoubtedly is very great, and of late a disposition has grown up in some parts of the country to criticize the policy of turning these enormous sums over to the railways as gifts, modified only by certain stipulations as to submission to the railway commission, and the carriage of mails.

The problem is difficult. On the one hand a bold policy of encouraging development is as necessary now as it ever was, and on the other hand public opinion is turning away from the course of helping to build railway lines and exacting no return, either in dividends or in control of policy. The Conservative party long ago pointed the way to a better policy. When the Grand Trunk Pacific bargain was before the country, that party took the ground that as the country was giving extraordinary aid to the Grand Trunk Pacific, a substantial proportion of the common stock should be issued to the Dominion. The proposal was voted down by the Liberal majority, but the principle remained as a suggestion. This year the Canadian Northern Railway has found it necessary to apply for special assistance to link together the separate parts of its system; more particularly it desires to build a trunk line from Ottawa to Port Arthur, some 910 miles in length, and another stretch of main line, some 260 miles long, from Edmonton to the Yellow Head Pass. The latter line will be well in advance of settlement; the former will traverse the territory north of Lake Superior which so far has remained unproductive. Both lines will be expensive to construct.

Towards the end of the Laurier regime, the Grand Trunk Pacific represented to the government that its traffic lines had cost more than anticipated and that it was experiencing some difficulty in financing, and Sir Wilfrid Laurier and his colleagues forthwith lent the railway company ten million dollars. This year the Canadian Northern interests represented to the Borden government that they needed substantial assistance to manage these two expensive trunk lines. The cost of the North Shore line has been placed at \$50,000 a mile. The Borden government proceeded to act on the old proposal which it had made when in opposition. The bargain made with the Canadian Northern is that it is to receive for these two stretches of line a maximum of 1,170 miles, a subsidy of \$12,000 a mile, or \$5,500 a mile more than the usual subsidy. In return, the Canadian Northern Railway Company is to transfer to the Dominion Government shares of its common stock to the par value of seven million dollars. These shares are to be fully paid up, non-assessable, and not subject to calls, and they shall belong to His Majesty absolutely. The government has full power to sell or deal in these shares. The bargain is that in return for \$5,500 per mile extra in the way of subsidy the government gets almost exactly \$6,000 a mile in common stock.

The benefits to be gained are twofold. Some day the stock, it is hoped, will be valuable and will earn dividends. In that event the people of Canada will enjoy dividends on seven millions of stock, interest on the money which they have given to build up the system. Secondly, the control of the shares will carry voting power on the railway. At present this will not be a specially noticeable advantage, for the amount of common stock is considerable and it so far has not been given to the public, but is held by two men, Sir William MacKenzie and Sir Donald Mann. This state of affairs is not likely to be perpetual and once the stock is broken up into a number of holdings, the power exerted by so large a block of shares will be very considerable. Moreover, once the policy is initiated, the holdings of the Dominion may increase, it will easily

be seen that control exerted by votes at the annual meeting is something different in kind from control exerted through the railway commission. This is a spirited and beneficent decision on the part of Mr. Borden's government, a decision which marks a long step forward in working out the problem of dealing with the railway company. Taken in conjunction with Hon. W. T. White's masterly arrangement to buy up the Grand Trunk Pacific bonds which the peculiar business methods of Sir Wilfrid Laurier and Mr. Fielding bound the country to "implement," the announcement shows that the country at last has a government with a sound knowledge of finance and with courage and honesty enough to demand full value for the aid which it gives to railways.

DR. FRIEDMANN AND TUBERCULOSIS.

Widely published reports of the discovery by Dr. Friedmann of a remedy for tuberculosis awakened high hopes on all sides. The whole world was interested and even doubting Thomases among the medical fraternity held their breath. Everyone hoped the earlier announcements would be borne out by subsequent investigation. Conservative scientific circles found ways and means to afford adequate opportunity for the reputed discoverer to demonstrate his success. In Canada, as well as in the United States, the door of the German physician, and many patients received treatment from this specialist's own hand. Governments interested themselves and various boards of health watched the results of treatment with all the eagerness so important a subject demanded.

The most prominent medical authorities have refrained, with the exception of the New York City Board of Health, from making any comment whatever on the success or otherwise of Dr. Friedmann's treatment. A few days ago the New York Board issued a preliminary report on cases which had been treated under its supervision; but aside from this there has been very little of an authoritative nature. Medical men were prepared to wait. The past triumphs of medicine have created the impression that nothing is impossible, and have rightly encouraged the hope of many further victories over disease. The science of biology has made vast conquests during the last quarter of a century. In 1882 Koch discovered the germ of tuberculosis. The typhoid fever germ was found by Eberth in 1880; diphtheria in 1883 by Klebs-Loeffler, pneumonia by Fraenkel in 1880, while Pasteur's method of inoculation has been found successful with anthrax and chicken cholera. In the face of this and other notable progress, the medical world, although a little doubtful, was willing to be convinced that a remedy for tuberculosis had been found. And for weeks, while experimental cases have been under observation, those most interested, next to the patients themselves, have been willing to withhold their judgment.

But following upon the report of the New York Health Board, the port officer, Dr. Joseph J. O'Connell, has addressed a letter to Health Commissioner Lederle requesting him to submit to the Board of Health at its next meeting a resolution prohibiting the administration of the Friedmann treatment in New York until such time as those interested affirmatively in its administration shall satisfy the health department of its innocuous character. Dr. O'Connell's reasons, as reported, are that he finds that patients subjected to this treatment have not improved, but otherwise, and adds that "it seems to me that it would be culpable for us to longer insist upon a regulation and supervision of this enterprise as shall prevent the perpetration upon the public of a dangerous and cruel fraud." Dr. O'Connell comments adversely upon the commercial methods by which this treatment has been exploited and insists that already sufficient time has been afforded Dr. Friedmann to demonstrate the therapeutic value of his treatment. He asserts that there has been no such demonstration of value. Such an indictment arrests public attention. What action the New York Board of Health may take is problematic. Should it uphold the judgment of Dr. O'Connell the world will scarcely further entertain the hope of a cure for tuberculosis from the serum prepared by Dr. Friedmann. Nor will the disappointment of the public represent the only element of dissatisfaction. Yet in spite of this, the science of therapeutics will continue to advance. It has been practically changed since the days of Lister, and whatever disappointments are encountered from time to time in the failure of much-heralded cures, the world will continue to anticipate new and welcome discoveries by medical men.

BUSINESS HELD UP.

One of the many evil effects of Liberal obstruction of the Borden naval proposals is seen in the postponement of important pieces of legislation which might have been passed this session for the good of the community. Because the House of Commons has lost much time in discussing the Naval Bill many projects will be cut out of the sessional programme and parliament will be prorogued a couple of weeks. It is probable that the bill of Hon. Mr. Pelletier authorizing the creation of a system of parcel posts, already in vogue in the United States and the principal European countries, will be laid aside until another session. This is to be regretted and the fault lies at the door of Sir Wilfrid Laurier, William Pugsley, Frank Carvell and several other gentlemen. These patriots in their fierce endeavor to precipitate a general election in the vain hope of being returned to power have forgotten altogether the people of Canada, who would benefit under a system which has been successful wherever tried. The people of Canada never have been the care of the Liberal party and certainly never will be if they depend on two certain members from New Brunswick who have always been out for themselves.

The parcels post measure is one which would not arouse long and tedious debate. At least it should not do so, and yet, owing to the manner in which the Liberal party throw discretion and parliamentary discretion to the winds, the people will now be compelled to wait another year probably for such beneficial legislation. It is deplorable and dangerous. The putting in force of a service of parcels post in the United States has been hailed as one of the most valuable benefits which the American people have ever received from the hands of a government. Although established on a much smaller scale, a parcels post service would be equally beneficial to Canadians, for their express companies charge twenty-five cents for the transportation of small parcels, while the minimum charge of the American parcels post systems is about five cents, for a parcel of two pounds in weight can be sent even a thousand miles in the United States. There is no reason why transportation should cost more in Canada than in the United States.

Hon. Mr. Pelletier with his scheme would have swept away much of the excessive cost, but that is now hindered for another year and the people of Canada will be the losers. How can they have any confidence in men whose reckless parliamentary methods add severe burdens to the cost of living of the people, for as legislation they have thus hurt the interests of the whole Dominion. In the House of Commons on Tuesday a striking illustration of the truth of the present remarks of The Standard was seen in the dropping of two government bills until next session. One was an amendment to the Fisheries Act, to be introduced by Hon. Mr. Hagan, and the other an amendment to the Militia Act by Hon. Mr. Hughes.

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

Pierre Joseph Olivier Chauveau, statesman, poet, essayist and novelist, was born in the city of Quebec ninety-three years ago today, May 30, 1820. During his life of nearly seventy years he won high place in various fields of endeavor, and deserves a permanent place in the French-Canadian roll of immortals. As a poet he belonged to the romantic school of French-Canadian bards that flourished in the nineteenth century, and which includes such names as Prechotte, Sulte, Tremblay and Pamphile Le May. In his youth Chauveau studied law, but soon devoted himself to journalism; as a writer for the French newspapers, he was prominent in the formation of the Dominion, being in 1867 a member of the Quebec assembly. He became the first Prime Minister of his native Province under the Dominion. Later he was a member of the Dominion House of Commons, presiding officer of the Quebec Senate, president of the Quebec harbor commission, and sheriff of Montreal. In addition to his contributions to newspapers and periodicals he published a number of volumes of verse and prose. Of his novels the most notable is "Charles Guerin," dealing with French-Canadian life.

MEMORIAL DAY IN U. S.

In all of the States of the North today will be observed as Memorial Day, and the graves of dead soldiers will be decorated with flowers, while impressive ceremonies will be held in the churches and cemeteries of every city, town and hamlet. In the States of the South, Memorial Day is observed on varying dates, and the 1913 observances in honor of the Confederate dead have already been held, except Louisiana. Before the close of the war a decoration day had been generally observed by the women of Dixie, and the custom soon spread to the North. In 1866 Philadelphia held a memorial service for Union soldiers, and a similar programme was carried out in Cincinnati the following year. The Memorial Day of the North was first established as a permanent institution in May, 1868, when General Logan, then commander of the Grand Army of the Republic, issued an order calling upon all veterans to visit the cemeteries on the thirtieth of May, and spread flowers on the graves of their comrades. The custom of honoring the dead soldiers in this manner probably had its origin in Germany, and German-Americans contend that the observance in the United States was based on a tradition brought over from the fatherland.

OPHELIA'S SLATE



IN LIGHTER VEIN

BALLAD OF READING GAOL.

I know not whether Laws be right,
Or whether Laws be wrong;
All that we know who lie in gaol
Is that the walls are strong;
And that each day is like a year,
A year whose days are long.

But this I know, that every Law
That men have made for Man,
Since first Man took his brother's life
And the said world began,
But strews the wheat and sows the chaff
With a most evil fan.

This, too, I know—and wise it were
If each could know the same—
That every prison that men build
Is built with bricks of shame,
And bound with bars lest Christ
Should see.

How men their brothers maim,
With bars that blur the gracious moon
And bind the goodly sun;
And they do well to hide their Hell,
For in it things are done
That Son of God nor son of Man
Ever should look upon!

Johnny—Father, how do you spell light?
Father—H-I-g-h; why do you wish to know?
Johnny—'Cause I'm writing a composition on the Hishena.

Nell—He actually begged me to kiss him.
Belle—What did you say?
Nell—I told him I might be sorry for it afterward.
Belle—And were you?

Belle—What's call money?
Nell—I guess it's what the fellows spend on the violets and chocolate boxes they bring with them.

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"Why so?"
"Graftmann," he said, "has never been known to return anything yet."

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"How does that happen?"
"All Whiffer won't argue."
"The poor woman!"

"What is the baby crying about?"
"He dropped his ginger snap in his glass of water."
"Well, that's the first time I ever knew anyone to cry because they had a soft snap."



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THE PRO

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