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Semi-Weekly Telegraph
ST. JOHN, N. B., FEBRUARY 20, 1907

THE LEGISLATURE
The Provincial Legislature Thursday began what may be the last session before the elections, although quite recently in some quarters it has been suggested that there would be no appeal to the polls there would be no appeal to the polls there would be no appeal to the polls.

The government has several reasons for satisfaction and confidence. The late election in Restigouche resulted in their favor in spite of opposition. Even more pleasing and important was the announcement, following the recent conference at Ottawa, that \$120,000 a year is to be added to the amount now paid to this province by the Dominion by way of subsidies. The Premier and the Attorney-General are responsible for this substantial victory and the province generally will give them full credit for it.

Mr. Haas sought to minimize this achievement by asserting that the money will come out of the people of the province. It certainly will not come out of the sky; but it is to be remembered that this is a time of surplus at Ottawa and that the importance of this large addition to the provincial revenue at this time is not to be doubted. New Brunswick needs it, and if it did not come here it would go elsewhere and be expended beyond the boundaries of the province. The province has practically no way of increasing its revenue except by what amounts to direct taxation, but this extra subsidy increases the resources of the government without adding appreciably to the burdens of the people.

As to the uses to which this money and the usual revenue are to be put the government lays down quite an extensive programme. It includes a proposal to increase the salaries of the school teachers, a measure which is confident will be commended everywhere in New Brunswick. It may be that the government at this time will lend some much needed aid to the University of New Brunswick, the institution at the head of the public school system of the province. The government proposes progressive agricultural measures, notably provisions for the inspection and stamping of creamery butter, to encourage the raising of sheep and to improve the horses.

House is to be asked to consider a bill granting assistance to the railroad from Campbellton to the St. John river. Apparently it is the government's intention to guarantee the bonds of the road to the extent of \$8,000 a mile and take a mortgage on the rolling stock for security. More information concerning this whole project will doubtless be forthcoming presently.

MR. POTTINGER AND THE ALLANS
Many accounts of the state of affairs at the Intercolonial berth have been given, most of them by men who were not in a position to know the facts. Now comes the statement of Mr. Pottinger that the berth of water available there for the Allan steamers, or for any others, is thirty feet. Of course if Mr. Pottinger is correct, or within a foot or two of correct, there would be water for the biggest Allan ships and some to spare. It is understood that the report of the last sounding made at the berth in question is now in the possession of Mr. Pottinger, and presumably he speaks after examining it. Hon. Mr. Emmerson, who was asked about these matters yesterday in Ottawa, said he did not know the Allans had made application to the Department of Trade and Commerce for permission to omit this port, but believed on the contrary that their ships would find accommodation at the Intercolonial berth which he understood had been sufficiently dredged for that purpose. It appears, however, that Mr. Emmerson was not notified if any change in the steamship arrangements affecting this port was contemplated. Still more strange would it be if Sir Richard Cartwright had permitted the Allans to withdraw their ships while, if we accept Mr. Pottinger's statement as correct, there is ample water at the berths for any steamship on the Canadian Atlantic route. The cabinet ministers generally appear to know nothing about the matter. All these circumstances appear somewhat unusual. It would seem now that New Brunswick's representatives at Ottawa would be bound to learn from Sir Richard, as soon as he returns to the capital, just what information he had before him when he made the concession which the Messrs. Allan sought. If he were told, for instance, that there was not enough water at the Intercolonial berth, what becomes of Mr. Pottinger's statement?

Practical men say that at any time since last summer a first class dredge could have done in three or four days whatever work was necessary at the Intercolonial berth. Probably even the portable dredge of the Intercolonial could have done all of the work if it had been begun early enough. So, even if some dredging still is necessary at this place, the job is a small one and there would be no necessity for turning away steamers on account of these conditions. It is the opinion of

many of those interested in the question that the Department of Trade and Commerce could not be so ignorant of the fact that any such action as has been reported. It must be very plain that this whole matter requires clearing up. St. John will desire to know exactly what account of the harbor Sir Richard Cartwright heard, and then it will be a simple matter to compare what he heard with the facts as they exist. We cannot afford to lose any trade through misunderstanding or misrepresentation.

Our despatches announce that the St. John delegation on harbor improvements is to have an appointment with the acting Minister of Public Works, Hon. Mr. Fisher, on Tuesday next. It is of the utmost importance that the delegates should be agreed as to exactly what they want the government to do. It must not be evident that the dredging still to be done here must not be given to any contractor whose hands are not free or who, for any reason, would be unable to get it done within the period required. The wharf-building is governed by the progress of the dredging. It looks more and more as if the programme which the delegates have to propose will involve the presence of a second dredge, whether the city buys it or the government. The delegates no doubt will be prepared to keep the interests of the province in mind rather than the interests of contractors. St. John has heard of a hundred and one reasons why it is behind time with its harbor improvements. The time has come for a change.

LOCAL TELEPHONE DEVELOPMENTS
The representatives of the municipalities who formed an organization here the other day passed a resolution referring to the telephone merger. These gentlemen will doubtless be interested in finding out without delay what control if any the provincial government has over the telephone company, and to what extent if any the Railway Commission can deal with companies not chartered by the Dominion. Moncton has been considering possible ways of escape from the telephone monopoly. If Moncton establishes a municipal telephone system, it wants to know whether or not the New Brunswick company will be compelled to give it connections at a fair rate for long-distance business. The Transcript puts it this way: "The Dominion government is insufficiently matured at present, but there is crystallizing a movement to place all telephone companies having a Dominion charter under the control of the railway commission and as a matter of fact the commission has issued an order making it imperative to give telephone connection to any and all telephone companies, whether independent or not."

"This, however, leaves a doubt at present not cleared up as to how far such an order through the Dominion's control of trade and commerce, empowers it to the provincial governments to regulate rates for such connection and also as to whether or not, the subsidiary Bell companies, like the New Brunswick Telephone Company, created under a provincial charter are subject in the matter of enforced telephone connection to the commission's order."

"But assuming that because the New Brunswick Telephone Company is incorporated under a provincial charter, that therefore, the federal commission order is not binding; what is to prevent the provincial authority which created the New Brunswick Telephone Company, obtaining supplementary legislation making it binding in this province for all telephone companies so incorporated to interconnect with one another, upon a scale of interchange rates regulated by the provincial authority still assuming the sake of argument that there is doubt as to the powers of the Dominion in such a matter. It involves a question, however, as to control of rates which demands an early solution by a decision of the courts."

The New Brunswick Union of Municipalities may be interested in seeking to have the people of New Brunswick guarded against a boost in the telephone rates from time to time for the purpose of paying expenses "incident" to the merger. Each city and town should have power to establish a municipal system, and the province should adopt legislation similar to that outlined, by which the existing companies would be compelled to give long distance connections.

SIR RICHARD CARTWRIGHT HEARD FROM
Sir Richard Cartwright, interviewed last evening, gives the Allan line story a new turn. The Allans intended to leave St. John, but the announcement of their intention, made a little too soon, is likely to result in their mail ships continuing to come here as the contract directs. The Minister of Trade and Commerce, in a word, has not yet given the Allans permission to stop at Halifax alone; but apparently he was disposed to do so, it having been represented to him that there is no accommodation here for the turbine steamers. Now, however, Hon. Mr. Emmerson, having heard from Mr. Pottinger's account of the condition of the I. C. R. berth, has repeated these glad tidings to Sir Richard, and thus the Allans' pet scheme seems likely to fail this winter as it did last year and the year before.

Delegates about to set out for Ottawa should consider certain important facts in this connection. They can find out, we must suppose, exactly what the Galveston I. C. R. berth was before the Galveston set to work there, and just about what work the dredge did before she broke down. If by any chance some work remains to be done—if the berth would be the better for more dredging—there is ample time to get it done before the first of the turbine steamers will be here. The Mayes dredge could be used for a few days. The I. C. R. portable dredge could be kept at work for a longer period. If it were necessary the Allan liner could

even be accommodated for one trip or two on the West Side, in the absence of the Emmersons. We refer to these things to show that there is no excuse for the withdrawal of the Allan mail ships from St. John at this time even if conditions at the Intercolonial berth should be somewhat less favorable than Mr. Pottinger reports them. Meantime there is only one official statement regarding the berth in question—which is Mr. Pottinger's, to the effect that there is thirty feet of water at low tide for 500 feet along the face of the pier, which would be ample. It is to be kept in mind also that eleven of the Allan boats have used this berth since the beginning of the season and none of them has been injured. The turbines are not great freight carriers, and it is quite probable that they will, on an average, draw no more water than some of the other 'Allan' ships. No doubt the delegates will be able to learn from Sir Richard Cartwright just what information he received from the Allan line concerning steamship accommodation, or the lack of it, in this harbor.

It would be well to find out why it is that every winter this particular company betrays so much anxiety to take leave of St. John and why it goes about the thing so quietly. It appears to be the responsibility for the dredging at the Intercolonial pier, and it remains to be seen whether the steamship company can effectively challenge the government's estimate of the condition of the berth. Certainly this question should not come up again. Next season there must be enough long berths for all the long ships offering, as indeed there have been now but for costly and expending delays.

THE DIFFERENCE
The Ottawa view of Imperial questions and the London view—how little they agree. The British newspapers and British politicians as a rule are discussing the self-governing colonies as they mentally picture them, not as they are. Mr. Balfour, if we are to believe the Canadian Gazette (London) still tries to persuade people that the British Liberals are the principle obstacle to Imperial unity. Says the Gazette:

"Mr. Balfour, as leader of the Unionist party, showed in his Hull speech of last Friday how keenly alive he is to the Imperial aspects of the fiscal question. The great self-governing Colonies have, as said, one and all expressed a desire for closer relations with the Mother Country. They see no way of approach by 'organic' constitutional union, such as would be provided, let us say, if possible, by a Council of the Empire; but they agree in desiring a closer commercial association on the basis of mutual trade preference. That being so, Mr. Balfour asks Radical and Unionist alike to reflect that it is not a serious thing that the last general election here should have been interpreted in the Colonies as meaning that 'the people of this country will have nothing to do with any arrangements of that sort.' Mr. Balfour proceeded:

"Is it not a serious thing that our Colonial Ministers are coming here in a few weeks, and that yet the Gazette has said, so far as I know, not one single thing in public indicating that they sympathize with the means—I will not say with the ends, but, at all events, with the means—which our great self-governing Colonies have proposed for carrying out this unification and solidification of the Empire? We may think the problem very difficult. I admit it is not easy. We may think that no specific solution as yet proposed is satisfactory. I grant that. But we are objecting probably substantial objections, to all, or almost all, the solutions which have been, or perhaps can be, suggested. But ought we from those premises to draw the conclusion that we are not to consider this problem at all, that owing to some ancient dogmas, as I think antiquated dogmas, we are to put entirely on one side the proposals of these our Colonial children who ask us to join with them in promoting the interests of Free Trade? I row not, and for my part I am glad to think that there is, at all events, one party in the State who welcomes the idea of such closer union, and who would do much and sacrifice much to see it carried into effect."

For the rest Mr. Balfour sees, as many Englishmen who care nothing for party politics are beginning to see, that changes are almost inevitable in the fiscal policy of the United Kingdom because of three compelling causes: (1) the trading and shipping policy of the Colonies, as witness the Australian Shipping Preference and the Canadian Intermediate Tariff; (2) the grave extent and character of British unemployment; and (3) the revenue needs of the British Exchequer to meet the new and insistent demands for social amelioration."

All of which represents chiefly an attempt to prove that free trade is wrong and harmful. And yet the Gazette, in discussing the policy of the Colonies, as witness the Australian Shipping Preference and the Canadian Intermediate Tariff; (2) the grave extent and character of British unemployment; and (3) the revenue needs of the British Exchequer to meet the new and insistent demands for social amelioration."

TWO CASES
A British municipal journal called "Mind Your Own Business" supplies some interesting information concerning the gas supply in Liverpool and Manchester. In Liverpool the gas business is controlled by a private company, in Manchester by the city. The cost of the plants was nearly the same, so the comparison is valuable:

LIVERPOOL.
Capital, \$9,500,035.00
Net cost, 50
Price, 42
Gross profit, per thousand feet
Profit to Shareholders, per
thousand, 17
Tax payers, 00

MANCHESTER.
Manchester gas is municipally owned.
Capital, \$9,162,260.00
Net cost, 54
Price, 42
Gross profit, per thousand feet
Interest and Sinking Fund, 06
Reduction of taxes, 08

The citizens of Liverpool, the writer points out, paid nearly twenty-five per

cent more for their gas, and got nothing back in relief of taxes. Moreover, they had to pay sixteen cents a quarter for hire of meter, and deposit \$3.75 and pay for attaching. Thus a small consumer in Liverpool using 1,000 feet a quarter, would really have paid eighty-two cents for his thousand feet.

If the Manchester gas department had been managed as badly as the private company at Liverpool, the citizens of Manchester would have had to pay accordingly. But Manchester produced gas at less cost; sold at a lower price; and returned half the profits to the citizens. They paid no meter rent; fittings and attachments were free; and a small consumer would only pay fifty-four cents per quarter for 1,000 feet instead of eighty-two cents, as in Liverpool. The Manchester people made a profit of \$350,000 out of 54-cent gas.

In St. John, in case anyone is ignorant of the surprising fact, the price of gas is \$1.85. The company contends that it cannot afford to sell it for less. There are, of course, good reasons why St. John should pay more than the large British cities and even more than Montreal where the amount sold is much greater than here. But Montreal makes gas from the same coal used here, and yet the proposal to fix the price at ninety cents for a term of years is causing a civic storm. St. John needs light not only on the price of gas but on the price of coal as well—on the price of light, heat and power. At present the rates for all are excessive, and constitute an obstacle to industrial progress and a source of annoyance and excessive expense to all the people of the city.

CHAMPLAIN
The 300th anniversary of the founding of Quebec is to be celebrated on a scale of magnificence never before approached in Canada if those who are promoting the movement are able to carry out their plans. A military and naval spectacle including representative British, French and United States forces is among the features proposed. The Ottawa Journal, discussing the probable cost of the affair, says: "It is estimated that the celebration will cost \$600,000 or more. It is understood that the city of Quebec would contribute \$50,000 and the province of Quebec \$100,000. Of the Dominion Parliament \$500,000 is asked for and the promoters very properly suggest that a commission be appointed to administer the money voted by Parliament. Half a million of dollars is a large order. To vote such a sum, Parliament would need to be assured that the money was to be spent in a cause of unquestionable national moment, but the proposition for the celebration of the tercentenary of the foundation of Quebec could be supported with such a mass of obvious argument, that unless Canada has not yet reached that stage in her growth at which she can afford to indulge herself in expenditures of any but a purely practical nature—it is worthy at least of the sympathetic consideration that the Prime Minister has promised it."

The Dominion set a good example by giving \$5,000 toward the Champlain statue for St. John. The amount appears small in comparison with the sums named in connection with the Quebec celebration, but it will suffice if the New Brunswick legislature and St. John Common Council follow the Dominion's example. They could well afford to contribute the balance now remaining to be raised.

MORE HORRORS
In these days the man who buys a railroad ticket in the United States has grave reason for misgivings about the journey. It is seriously charged that the slaughter on the American railways is due to the determination of the owners to pay satellite dividends on stock that has been watered again and again. It is a fact before question that bad management and greed have combined to slaughter thousands of innocent people on the railroads of the United States every year for a long time past. It is not to be denied that the death list grows longer year by year, month by month, and that the number of the accidents are in the main preventable. Yet even now, at the end—or in the middle—of a series of unusually horrible railroad wrecks, there seems to be no general determination to reach and to punish the men really responsible for these corporation murders. The nation is frightened to some extent, but who believes there is any real prospect that the railroads will be safer a year from now? An American publicist says of the killing and the cases behind it:

"Charles Edward Russell, in a recent magazine article, shows that the number of persons killed and injured by American railways in 1905 was nearly ten times the number killed and injured by English railways for the same period. During that year the English railways transported nearly fifty per cent more passengers than those of this country. Mr. Russell further states that an American passenger is in as great danger of death than an English passenger. As for employees, the showing is equally bad for us. One in nineteen is annually injured in this country; one in thirty-nine in England. In America liability to death or injury is on the increase; in England on the decrease."

"Statistics in most other European countries exhibit a condition still more deplorable to us. Even in mountainous Switzerland the deaths from railroad accidents have almost reached the vanishing point."

"For the entire year of 1906 the number of persons killed by American railways was 9,703; injured, 88,008."

"As pointed out by another magazine writer, this would mean that if these bodies were laid along our 216,973 miles of road there would be one dead body every twenty-one miles and one cripple every two and a half miles."

"The most prolific cause of this slaughter by our railroads is greed. Men are

overworked, inferior devices and equipment are used. Lives are sacrificed for dividends."

"In Europe the railroads are either owned by the State or are under rigid State control. That and that alone is the remedy for our condition."

A few weeks ago the president of one of the leading American roads, asleep in his private car, was hurled to death with many others. A little later a terrific wreck occurred near the national capital. Now there is another, just outside New York city. Descriptions of these happenings do not contain all the truth, because the truth would be too gruesome for general publication in the newspapers. So many fearful sacrifices should have produced a revolution in American railroad methods, but all of the signs indicate that the slaughter is going to continue.

THE I. C. R. BERTH
It is now said that a survey made of the eastern berth at the Intercolonial pier on Saturday by Director Cushing shows that some dredging is necessary before that berth will be in proper condition for the length and draught of the Allan turbines. Mr. Pottinger appears to have been misinformed and to have, in turn, misinformed Mr. Emmerson. It is surprising that such a mistake could be made, and we must suppose that Mr. Emmerson and Mr. Pottinger were both wronged then all without hesitation. His story of the disaster, and the conduct of

the officers following the collision, corroborates in nearly every detail the statement of Captain McVey, which was made public tonight.

Capt. McVey's Story.
Captain McVey after detailing that part of the trip up till just before the collision says:

"I got to my room I had to pass through the pilot house and I stopped for a moment to exchange a few words with the man in charge of the pilot house. I then proceeded to my room to look over some papers and at this time the night was clear, but very dark. It was blowing a gale of wind and the water was quite rough. At the time that I passed through the pilot house the pilot in charge was causing the regular course to be steered. I had taken notice that my headlight, masthead light and side lights were burning brightly and everything was in first class condition."

Heard Danger Blasts.
"Soon after reaching my room I heard several short and rapid blasts of the steam whistle from the Larchmont and knowing this to be the alarm whistle I at once jumped from my room into the pilot house. When I arrived in the pilot house I noticed on our port side and very close to us the schooner, which appeared to be heading directly into the Larchmont. Almost in an instant the schooner, which I afterwards found to be the Harry Knowlton, loaded with coal and bound east, struck the Larchmont about right angles in the Larchmont's port side forward of amidships. Realizing that this was a severe blow I at once rang the bell to call the engineer. I saw the Larchmont was in a sinking condition of affairs before. Failing to get any response I at once ordered Mr. Wiman and Mr. Staples, the two new crew. He may be selected from the present trial judges, and a successor appointed."

Speaking of imaginary martyrs to duty and men who believe they are continually being deprived of their just dues, Mr. Scammell has a chart of soundings made in the I. C. R. berth, last September, before the Galveston arrived. This chart appears to show that there then was a little water in the berth at low tide. The engineer attaches considerable importance to this mournful souvenir of the disgraceful past of this particular berth, but he should remember that eleven tall and trusting Allan steamers have used the berth this winter. It is a fair inference we must suppose, that things are somewhat better now than they were in September. Anyway, if charts are to be produced, it would be better to have one of recent date and duly authenticated. Mr. Scammell really ought to consult Mr. Pottinger.

"The fact that a business is protected from competition is no reason why it should abuse its privileges," says the "Toronto Star." "If the franchise-holding corporations will not voluntarily submit to these just and reasonable requirements, they must be compelled to do so. But they will consult their own interests by submitting. It is the only condition on which franchises will be granted or maintained. Public opinion on that point is strong, and the corporations will do well to recognize its strength. Further, in order to compel the corporations to give a good service at a reasonable price, capitalization must be strictly controlled by Governments and Parliaments. Companies will always seek to earn good dividends on their capital, whether it be invested in capital or water, and dividends on water mean extortionate prices for service. The water must be squeezed out."

Le Have Fishermen Drowned.
Halifax, Feb. 17.—(Special)—On the arrival of the fishing schooner Latooka, Captain Wentzell, at Lunenburg yesterday afternoon, the loss of Simon Walters was reported.

Walters was knocked overboard by the boom while the mainsail was being taken in. The unfortunate man was thirty years of age, married and leaves a wife and six children to mourn their irreparable loss.

Professor of Singing—"Very well sung for a beginner, Miss Green; but you must sound your H's!" Miss Green—"Please, I can't go higher than G."

CAPTAIN McVEY TELLS HIS STORY

Declares He Rendered All the Aid Possible to Larchmont's Passengers

HAD TO MOVE QUICKLY

Says 32 Minutes After Collision the Steamer Went Down—Took Seven in His Boat and Could Find No One Else to Rescue.

Providence, R. I., Feb. 16.—For two long hours today James Staples, the quartermaster of the Joy line steamer Larchmont and one of the seventeen survivors of the many who sailed on that craft on her last voyage last Monday night, was subjected to a most searching examination by the United States steamboat inspectors for the Providence district. Staples was plied with countless questions but he answered them all without hesitation. His story of the disaster, and the conduct of

the officers following the collision, corroborates in nearly every detail the statement of Captain McVey, which was made public tonight.

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of the Larchmont had got ashore at Block Island half or three-quarters of an hour before I had and it was afterwards reported to me that four boats and two life rafts had come ashore after me. It was also reported to me that many had perished with the cold before they had got ashore at Block Island.

Sank 32 Minutes After Collision.
"At the time the collision occurred to the best of my judgment Watch Hill light bore about northwest, distance about four miles. To the best of my knowledge and belief the steamer Larchmont sank out of sight about 32 minutes after the collision. As to the bearing of the schooner when she was first sighted from the pilot house of the Larchmont and as to her side lights or general movements from the time she was sighted by the Larchmont up to the time I saw her, which was just previous to the collision, I know nothing except what I have been told by other people and I do not at this time wish to quote anything that was said to me as it would simply be hearsay. But that we always had our weekly fire and boat drills which reports can be found at the United States local inspectors' office, Providence (R. I.) and the Larchmont was in shipshape condition so far as I know from truck to keelson."

"I will still further add that I used my utmost endeavors from the time the Larchmont's alarm whistle was blown until my boat drifted ashore at Block Island to check discipline and save life in every particular and no one can regret more than I do this affair. I am confined to the house under a doctor's care and will be for some time to come, but when my condition is such that I can get out of my house I will at once give you notice of the same."

"Respectfully yours,
"G. W. McVEY.
"Master of the S. S. Larchmont,
"111 Johns Street, Providence (R. I.)"

Unawares.
(Mrs. Emma A. Lent).
They said "The Master is coming To honor the town today. And none can tell at what house or home The Master will choose to stay. And I thought while I lay in bed and slept What if he should come to mine. How would I strive to entertain And honor the Guest Divine."

And straight I turned to toiling. To make my home ready for him. I swept and polished, and garlanded. And decked it with blossoms sweet. I was troubled for the Master's guest. Might come ere my task was done. And I hastened, and worked the faster. And watched the hurrying sun."

But right in the midst of my duties A woman came to tell me her sorrow. And my comfort and aid to give. And I said: "I cannot listen. Nor help you any today. I have great things to attend to." And the plover turned away."

But soon there came another—A cripple, thin, and weak and sore. "O let me stop and rest. A while in your house and sleep. I have traveled far since morning. I am hungry, and faint, and weak. My heart is full of misery. And comfort and help I seek."

And I said: "I am grieved and sorry. But to take notice that my headlight, masthead light and side lights were burning brightly and everything was in first class condition."

Heard Danger Blasts.
"Soon after reaching my room I heard several short and rapid blasts of the steam whistle from the Larchmont and knowing this to be the alarm whistle I at once jumped from my room into the pilot house. When I arrived in the pilot house I noticed on our port side and very close to us the schooner, which appeared to be heading directly into the Larchmont. Almost in an instant the schooner, which I afterwards found to be the Harry Knowlton, loaded with coal and bound east, struck the Larchmont about right angles in the Larchmont's port side forward of amidships. Realizing that this was a severe blow I at once rang the bell to call the engineer. I saw the Larchmont was in a sinking condition of affairs before. Failing to get any response I at once ordered Mr. Wiman and Mr. Staples, the two new crew. He may be selected from the present trial judges, and a successor appointed."

Speaking of imaginary martyrs to duty and men who believe they are continually being deprived of their just dues, Mr. Scammell has a chart of soundings made in the I. C. R. berth, last September, before the Galveston arrived. This chart appears to show that there then was a little water in the berth at low tide. The engineer attaches considerable importance to this mournful souvenir of the disgraceful past of this particular berth, but he should remember that eleven tall and trusting Allan steamers have used the berth this winter. It is a fair inference we must suppose, that things are somewhat better now than they were in September. Anyway, if charts are to be produced, it would be better to have one of recent date and duly authenticated. Mr. Scammell really ought to consult Mr. Pottinger.

"The fact that a business is protected from competition is no reason why it should abuse its privileges," says the "Toronto Star." "If the franchise-holding corporations will not voluntarily submit to these just and reasonable requirements, they must be compelled to do so. But they will consult their own interests by submitting. It is the only condition on which franchises will be granted or maintained. Public opinion on that point is strong, and the corporations will do well to recognize its strength. Further, in order to compel the corporations to give a good service at a reasonable price, capitalization must be strictly controlled by Governments and Parliaments. Companies will always seek to earn good dividends on their capital, whether it be invested in capital or water, and dividends on water mean extortionate prices for service. The water must be squeezed out."

Le Have Fishermen Drowned.
Halifax, Feb. 17.—(Special)—On the arrival of the fishing schooner Latooka, Captain Wentzell, at Lunenburg yesterday afternoon, the loss of Simon Walters was reported.

Walters was knocked overboard by the boom while the mainsail was being taken in. The unfortunate man was thirty years of age, married and leaves a wife and six children to mourn their irreparable loss.

Professor of Singing—"Very well sung for a beginner, Miss Green; but you must sound your H's!" Miss Green—"Please, I can't go higher than G."

The Gripe
(Somerville Journal).
An ache in the back and a pain in the head— That's the gripe!
A choke in the throat and a yearning for bed— That's the gripe!
A river of heat, then a shiver of cold, A feeling of being three hundred years old, A willingness even to do as you're told— That's the gripe!

An arrow of pain, now in this place, now that— That's the gripe!
A feeling of doubt, and a feeling of awe— That's the gripe!
A stupor of lethargy, and a feeling of awe— That's the gripe!
A double depression—why should you feel blue?— That's the gripe!

A doubt as to whether this reality is you— That's the gripe!
Strange visions at night, that deprive you of rest— That's the gripe!
A taste in your mouth, and a weight on your chest— That's the gripe!

A tired sensation that runs through your veins— That's the gripe!
A queer combination of aches and of pains, A vivid admonition of the sense of brains— That's the gripe!

A nervous weakness, come on in a day— That's the gripe!
A pent-up wonder—How long will it stay?— That's the gripe!

A season of fever, a season of freeze, A quivering weakness that's felt at the knee, If ever there was a season of disease, It's the gripe!

The Hidden Steam
Deep, deep within my breast Flows on my love for you. Beneath the day's unrest And all the noise and bustle through. Whether I laugh or weep, Let life be grave or gay, I feel that I have never known Any being's lovelier than you. Are swayed by you alone,