

The St. John Standard

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THE INTERCOLONIAL.

The affairs and management of the Intercolonial Railway have reached the Canadian Senate, and, at yesterday's session of that august body, Senators representing both sides of political opinion were heard in disapproval of the policy followed by Mr. Guellet from the time he took charge as general manager. One of the demands most frequently voiced was that the Ocean Limited should be restored, so that present train schedules should be changed to provide closer connection between the Maritime Provinces and other parts of Canada.

It was claimed in defence of the management that an effort had been made to put the railway on a paying basis and that the withdrawal of trains, when found unprofitable, was merely following the course adopted by all representative railways. An interesting question was raised by the senior Senator from St. John, Dr. J. W. Daniel, who is reported as saying that he thought it was well recognized that the original purpose of the Intercolonial Railway was not to earn a large profit. It was claimed by Senator Loughheed that the Ocean Limited, last winter, had been run at a loss of \$1,600 per day, or, taking into account the two trains comprising the Limited service, at about \$800 per train. The Limited, he said, would be restored in the early spring.

Apparently the difficulty in the affairs of the I. C. R. is a matter very largely hanging upon the policy of the new general manager. If it is his intention to run the road on a paying basis then the services must be modelled accordingly. Against this is the argument that the great canals of Canada are not expected to pay a profit and that the Intercolonial might well be conducted to provide service for the people whether or not it proved profitable. There is little doubt, however, that, if this policy were followed out, the very people who are now alleging an inadequate service would be the first to complain if a deficit were shown.

No matter what policy is decided upon in the future, it is generally recognized that Mr. Guellet has not tended by his management to enhance the popularity of the road. The withdrawal of the suburban trains was an error and although it was corrected the memory of it still remains; the Guellet-Bowen agreement was condemned by many and it is now rumored that it will not be renewed. There is no doubt that the agreement was justifiable on the ground of ordinary railway business and practice but, at the same time, it did not help to establish Mr. Guellet in general esteem.

The desire of the Minister of Railways, and of the government, is to give the people of Canada the very best service of which the government railway is capable, and at a minimum of cost to the public. For Opposition newspapers to claim that any other policy is countenanced at Ottawa is to state untruths, just as it is utterly foolish to say that the affairs of the railway are being conducted with the desire of aiding the Canadian Pacific at the expense of public convenience. There has been too much of that sort of thing from irresponsible quarters but the fact remains that attention has been directed to more than one error of judgment for which, as far as known, Mr. Guellet, or some of his assistants, must assume the responsibility. If the Intercolonial is to fulfil the purpose for which it was constructed, and provide to the travelling public a service such as one would naturally expect from the "people's railway" precautions should be taken to avoid a repetition of past mistakes.

CHAMPION OF EXTRAVAGANCE

At last the extravagance practised in the construction of the National Transcontinental Railway has found a champion, and none other than Hon. George P. Graham, ex-minister of railways and canals. As yet, however, Mr. Graham has confined to a political club in Toronto his defence of the bungling, or worse, which made it possible for \$40,000,000 of the people's money to find its way into the pockets of middle men and contractors, who gave no value for it.

On Friday night last, Mr. Graham journeyed from Ottawa to Toronto and there, surrounded by members of the Toronto University Liberal club, delivered an address in which he is reported by the Toronto Globe as "merely saying" the report of the investigating commission. There is no doubt that as a long range fayer Mr. Graham is a liberal white hope, but it would be more effective if he were to do some of his saying in the House of Commons, and in the presence of men who themselves might be tempted to take a hand in the project.

Referring to the great cost of the project Mr. Graham, it is reported, said "if the cost exceeded the estimate

by a few millions, it is worth the money, and the expenditure was in the interests of Canada too."

Prior to entering public life Mr. Graham's business experience was chiefly in connection with the ownership and operation of a small country newspaper. If ordinary newspaper offices may be taken as examples of financial conditions in this business, then the ex-minister of railways and canals, assuredly did not learn, in newspaper office atmosphere to speak so lightly of a "few millions." And also there is much reason to doubt his statement that the extra cost was in the interests of Canada. It might even tax the ingenuity of the Telegraph to explain just how Canada benefited from the particular instance where one Ottawa firm was enabled to collect a rake off of \$740,000 without "turning a spade." Instead of being in the interests of Canada, the money seems to have been spent in the interests of the contractors.

The late Hon. A. G. Blair, minister of railways, had the courage to resign his seat in the Liberal cabinet as a protest against the Transcontinental scheme, and most Canadians will be inclined to the opinion that the late Mr. Blair was as well endowed with intelligence and business sense as is Mr. Graham, or, in fact, any man now on the opposition benches at Ottawa. But Mr. Graham is a partisan politician and swallows the scheme whole. Canadians will be inclined to be more careful of their digestion than to attempt to follow him.

SETTLING OUR LANDS.

Probably the greatest need confronting New Brunswick today is that of more population, and any plan that may serve to supply it should meet with general approval. In the Provincial Legislature, yesterday, the Premier introduced a bill authorizing a grant of lands to an English company which proposes to bring settlers to this province to engage in agriculture. Since the advent of the Hazen Government, in 1908, much attention has been devoted to the matter of advertising the opportunities offered by New Brunswick, and it must be admitted that encouraging results have been obtained. This province, in many ways, is more advantageously situated for mixed farming than are some of the western provinces where attention is centred on the grain growing possibilities and, consequently, general agriculture is not developed to as great an extent as the merit of the proposition warrants.

Western Canada has been advertised as a grain country and is probably better fitted for that than for mixed farming. But New Brunswick is well able to develop along the lines of general agriculture, and any plan with this as its object should be commended. This appears to be particularly so in the present instance as the Premier has stated that the province will be amply safeguarded; the company undertaking to perform its part of the contract before the grant is made. As far as it is possible to judge now of the merit of the proposal it seems that the province will gain the most advantage from its provisions.

IN MEXICO.

President Wilson of the United States continues in the steadfast prosecution of his policy of "watchful waiting" toward Mexico, although, through it, he is daily losing popularity with hundreds of thousands of people who believe that he should grapple firmly and purposefully with the situation as it exists, and either settle it or permit some other power with the ability and the willingness to do so.

Evidence continues to accumulate that when the United States government failed to recognize Huerta, it was guilty of a grave error of judgment. Had Huerta received official recognition from Washington, and the financial support that would have been forthcoming once Uncle Sam's approval of his administration was reached, such serious proportions, would have been stamped out and the resultant killing of Rancher Benton, and even of American citizens would not have occurred.

Falling in this, it appears as if the United States must either intervene itself, which is hardly likely, or else suspend the Monroe doctrine long enough to permit other powers to step in and protect their own interests in Mexico. Probably there would be much protest from the American people against any proposition to suspend the Monroe doctrine, but there is just the possibility that unless the head of the nation at Washington takes a stronger position than he has yet occupied, some such suggestion may be made.

A battalions of men representing not only the United States, but Great Britain, Germany, France and other

European powers, could speedily impose upon Huerta and his opponents the necessity of arranging a permanent peace, to be followed by stable government. As the Mexican situation now is, it makes little difference whether Huerta should be successful in defending his power, or whether Villa, or another, becomes the next occupant of the presidential chair. Other self-styled champions doubtless will arise, and the present struggle will probably have to be fought over again. The only reasonable solution seems to be the ending of the Mexican civil war by force of arms, and if the United States is not prepared to undertake it, then the duty might well be entrusted to more capable hands.

Social reformers are a force of good in any community but they sometimes are inclined to exaggerate their statements. A learned and respected gentleman in attendance at the Social Service Congress in Ottawa was authority for the statement that half the members of his constituency were purchasable and it is evident that he intended to represent his constituents as an average one. Hon. Mr. J. H. Macdonald, at the same session, stated that he had never known a man to sell a vote and his statement was greeted with applause. The word cannot always be judged by the part.

Diary of Events

HISTORIC DAYS IN CANADA

Simon Newcomb, the great astronomer and mathematician, was born in Wallace, Nova Scotia, seventy-nine years ago today.

March 12 is the anniversary of the terrible Great Western railway wreck of 1857, when a train from Toronto ran off the bridge over the Desjardins canal, killing sixty-three persons. William Lyon Mackenzie, first mayor of the city of Toronto, and leader of the 1837 rebellion in the Upper Province, was born in Dundee, Scotland, 119 years ago today.

THE PASSING DAY

A REPORTER NAMED REILLY. There have been blizzards and blizzards, but the blizzard that was at its height twenty-six years ago today, March 12, 1888, and millions of people along the Atlantic coast, from Pennsylvania to Nova Scotia, will count time from that severe of all blizzards. New York and Philadelphia were the cities most affected, although Boston and scores of other cities in New England, the Eastern States and the Maritime Provinces felt some of the terrors of that terrible storm. Of all blizzards since the western pioneers invented the colloquial word "blizzard" to describe a variety of storm for which there seemed to be no adequate word in the dictionary and tied up their industries and stopped their multitudinous activities. Six horses were often unequal to the task of dragging a fire engine through the snowbanks that filled the streets of New York and Brooklyn. Ambulances crawled. Street cars were left deserted in the impassable drifts. Railroad transportation ceased. Schools closed. The delivery of fuel and groceries and milk was stopped for days. Funerals were postponed. Those who were caught in factories and shops and offices could not go home, and those at home could not go to work.

But there was one man on the job. He was a reporter by the name of Reilly. A search of dusty newspaper files would reveal his name and fuller biographical details. But those do not matter. He was a reporter by the name of Reilly, and he was on the job. A news story "broke" at Coney Island. On that terrible twelfth of March Coney Island was about as difficult of attainment as the North Pole, but that didn't bother this reporter by the name of Reilly. He had a story at Coney Island, and he volunteered to go after it.

We do not need to search through ancient files for statistical details in regard to Reilly's statistical expedition. We hear the city editor's casual remark about the Coney Island "tip." The master of the city room does not expect to hear the few reporters present to manifest any particular anxiety about venturing forth into that forty-six mile gale and those terrible drifts in quest of a story. He mentions it merely as a matter of habit and routine. Anyway, what is the use? The mechanical force is so short that few papers can be printed, and of those that few he he or delivered. But the city editor reckoned without Reilly—of whom there are usually two or three in every city room.

Reilly wanted the story. News was as the breath of life to his nostrils. He did not stop to consider that he might lose his life in the attempt—that even if he succeeded his scoop would be retained without readers. He had no time for such mere details. Enough for him that there was a story at Coney Island. And so Reilly went out into the storm. Another reporter told the remainder of the story in one bald, terse sentence:

"Reilly was found in a snowdrift in Flatbush and taken to the county hospital, where he died soon afterward." That was the end of Reilly—his tragic "thirty." Reilly represented a type. Reilly is dead, but the world is still full of Reillys—strange and inexorable young men who risk life and limb for a "story." For glory? No, for they are nameless. For money? No, for their pockets are very high empty. For what, then? Because they—the poor, graceless, unglorified scamps—because they are Reillys.

THE HUMAN PROCESSION

FIFTY-SIX TODAY. Egerton Castle, the famous English novelist and author, died today at the age of 56.

He was born in London fifty-six years ago today. His father was a journalist and his grandfather, Egerton Smith, was the founder of the Liverpool Mercury.

Mr. Castle was educated at the universities of Paris and Glasgow and in his youth took the study of law. Later he decided that engineering was better suited to his talents, and he studied military engineering at Chatham and Gosport. After several years in the army, he began his first book, "Scholarship and the Study of Law," in 1884. The following year he turned to journalism

Little Benny's Note Book

My cousin Artie stayed at our house one night last night, sleeping with me, which after we had laid there a while talking about burglars and who would be awn our base ball team next season, and different things we went to sleep, and pretty soon I woke up with a drill feeling in my leg, feeling as if there was going to be a kram in it. I woke up and I didn't kick out. So I kicked out hard as I could, kicking something a terrible kick, and it wasn't any part of the bed awn akkount of it being softer and not hurting my foot. Hay, out that out, yelled Artie, wait the matter with you, I was asleep then, did I kick you, I said. Yes you did, and you don't need to portend you didn't, and Artie, I was asleep then. I had a kram in my leg, I said. Like fun you did, said Artie, you cut that out. And he went to sleep again and I went to sleep again, and pretty soon I woke up awl of a sudden and we did I feel but a kram kraming, in the same place, feeling as if I was being krammed, and I kicked out again hard as I could, kicking something again which I noo wasn't any part of the bed awn akkount of it being softer and not hurting my foot. Hay now, darn it, G wis, Artie yelled.

Had you got to cut that out, do you hear, evry time I go to sleep you do that, now you cut it out. Did I kick you again, I said. Yes, and if you do it again I'll kick you back, said Artie. I had a kram in the leg, I said. Well then I'll have you to, said Artie. And he went to sleep again and so did I and after a while we did I wake up with but another kram in the same place, and I kicked out again, which I hadn't hardly did it was something a terrible kick, and it wasn't any part of the bed awn akkount of it being softer and not hurting my foot. Hay, out that out, yelled Artie, wait the matter with you, I was asleep then, did I kick you, I said. Yes you did, and you don't need to portend you didn't, and Artie, I was asleep then. I had a kram, I said. So did I, said Artie. Go awn, you did not, I said. How do you know I didn't, said Artie, do you think yure the only won can have krams, evry time you have won I'll have you, you see if I don't, I'll have them worse than you do. And he went to sleep again, and so did I, and I only felt won more kram kraming, and we I kicked out that time, I didn't kick out awn Artie's side, so he didn't have any.

AND HE DID.

YES—MY MISSION IS IN THE CANNIBAL ISLANDS. I CAN DO THE POOR NATIVES NO GOOD.



AND HE DID.

as a member of the staff of the London Saturday Review, and later he was editor of the London Saturday Mercury company, and upon its amalgamation with the Daily Post, a director of the latter company. Mr. Castle's first novel, "Consequences," was published in 1891. It was enough of a success to encourage the author to further efforts, and in 1893 he wrote "Savioles," a play for Sir Henry Irving. His literary partnership with his gifted wife, who had been Miss Agnes Sweetman of Queen's county, Ireland, began with the publication of "The Pride of Jennico" in 1898. This novel was an immediate success, and was almost as widely read in America as in England. It was dramatized and first produced at the Lyceum Theatre in New York. "The Bath Comedy," dramatized with David Belasco as "Great Kiddy Bick," followed in 1909, and was another triumph for the literary pair. Since then several of the novels of Agnes and Egerton Castle have ranked as the best sellers. Mrs. Castle's sister, Mrs. Francis Blundell, also gained fame as a novelist, most of her stories having a Lancashire setting.

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