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Semi-Weekly Telegraph
ST. JOHN, N. B., DECEMBER 30, 1908.

THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES
New Brunswick's independent newspapers.
These newspapers advocate:
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion
No graft!
The Thistle, Shamrock, Rose and the Maple Leaf forever.

PUBLIC WORKS

Hon. Mr. Pugsley confirms the intimation previously made from Ottawa, to the effect that the decrease in revenue will make it necessary to postpone, possibly for a year, some of the public works necessary in different parts of Canada, a decision which will affect all sections of the country alike. This does not refer to public works which tenders have already been accepted, and these will be completed as rapidly as possible. Local improvements which will have to be overhauled, the Partridge Island wharf and the St. John armory. Expropriation proceedings to secure land for the latter are now going forward, and the site will be required as soon as possible. Doubtless the drill hall will be built a year hence. The feeling of the country will be that the government is acting prudently in hesitating to govern its outlay by the revenue. Fortunately the outlook for increased revenue, now that the country has recovered from the effects of the business depression, is excellent. The delay will not mean that any projected public work has been abandoned, but merely that some have been postponed for sound business reasons.

As to harbor improvements, the plans for the terminal facilities of the Grand Trunk Pacific here are now being completed and it may be expected that the work of equipping the port for the reception of freight over the new transcontinental will be completed before the great railroad reaches tidewater here in 1911. That is the main point—that the port will be ready to handle the freight when it comes. It is intimated, also, that there will be additional expansion of the West Side facilities in connection with the C. P. R. The new government wharf on the West Side will be finished with delay, and in a general way it may be said that the Winter Port outlook is excellent.

It is much to have it definitely settled that within a comparatively short time two transcontinental railways will be carrying their freight to St. John. No doubt a third will come a little later. During the next few years there will necessarily be a marked increase in the export of wheat and cattle and other western products and a corresponding addition to our import trade. It is fortunate that St. John is in a position to handle all the business that comes and that its harbor facilities are now certain to grow fast enough to accommodate the greater traffic that is already in sight.

DR. PUGSLEY AND MR. POWELL

Hon. Mr. Pugsley appeared as a witness before the Central Railway Commission recently, and, to the blushing confusion of Mr. Powell, straightway made that gentleman a Christmas present of considerable information which Mr. Powell received with visible reluctance, because it was not of the kind he was seeking. There endeavored to create the impression that has been a great deal of talk about the importance of having the Minister of Public Works give testimony before the commission, and Mr. Powell has steadily Dr. Pugsley possessed information which would be most valuable from the investigator's standpoint. Yet when Dr. Pugsley appeared yesterday Mr. Powell's feverish desire to examine him appeared to have evaporated. It seemed almost as if Mr. Powell suspected that Dr. Pugsley had a Christmas present for him and was uneasy as to the character it might assume if he proceeded to unwrap it by cross-examination.

To the surprise of everyone Mr. Powell did not show any disposition to have the Minister of Public Works take the witness chair. It was only when Dr. Pugsley expressed his intention to answer, verbally or in writing, some of the statements made before the commission, that Mr. Powell, with an air of resignation, announced that he would call the witness who, were he not called, were clearly going

to volunteer and demand a hearing. Mr. Powell, however, has done a great deal of the testifying himself. The record will show it. He has developed a wealth of inferences, and volunteered pages of comment, the object of which was sufficiently obvious. It may be guessed that he would gladly have testified for Dr. Pugsley, but it was made quickly evident that the minister proposed to testify for himself. Mr. Powell's characteristic activity did not prevent Hon. Mr. Pugsley from answering the questions so fully and so clearly as to permit of no misunderstanding. Mr. Powell, taking his Christmas present with a very face, was reproved for expressing uncalculated opinions and for lecturing, being told plainly that his duty was merely to ask questions. Mr. Powell, earlier in the day, had wandered as far afield as the Crucifixion and had recorded his opinion in regard to it, but under Dr. Pugsley's restraining influence his flight was materially circumscribed.

Dr. Pugsley took occasion to correct statements which Mr. Powell had made previously, one of which involved a curious misstatement of dates, suggesting very strongly a similar frailty which marked the notorious Mayes affidavit. Mr. Powell had read to Mr. E. G. Evans what purported to be a statement made by Dr. Pugsley in the New Brunswick Legislature in May, 1902, to the effect that \$60,000 had been paid on account of the Central railway property. Mr. Powell had read from a spurious report of the proceedings of the House, and the newspapers reported him as saying the date was May 4, 1902. As a matter of fact the date was 1903—a year later—and Dr. Pugsley's statement was correct. Mr. Evans knew of no such payment up to May, 1902, and naturally said so. No doubt such matters will be straightened out when the commissioners come to prepare their report. Their value will be quite clear to the chairman of the commission.

At this joyous season of general good will there will be regret that Mr. Powell's long advertised encounter with Hon. Mr. Pugsley did not afford the investigator that unalloyed delight that he seemed at one time to anticipate. Even at Xmas life is filled with disappointments. Mr. Powell will doubtless fall back on his earlier decision that if you are going to get the kind of testimony you want you must testify yourself.

ADVERTISING OUR LAND

The Scottish Agricultural Commission's visit to the Maritime Provinces is bearing fruit in the English and Scottish newspapers, and while the articles contain some criticism of our methods the recent visitors have much straightforward praise for our agricultural lands and they are thus giving these provinces much valuable advertising among the classes from which we should draw settlers. Professor R. B. Greig, a member of the Commission who writes of his trip in an Aberdeen newspaper, affords more than one hint for New Brunswick, always supposing this province really intends or desires to increase its farm wealth and its general progress by securing settlers who would know how to cultivate our land and who would prefer our rolling country and our climate to the West. Says Prof. Greig, in summing up:

"But the Maritime Provinces are one big field for the improver. One cannot help being struck by the possibilities that lie before a Scotch farmer's son, with some capital and a college education. The pioneer has done his work, the forest is felled, the land subdued, the roads made (though very badly), and the schools and churches built, but the necessities of agriculture are not for the pioneer, and not often for his son. Perhaps their bodies are too big and their minds by contact with primitive rock and tree too simple for science. Anyway, they yearn for rougher lands, and go West to break in new lands. Here is the opportunity for the trained man, and what an opportunity! Cheap land, local markets that cannot be supplied, and, when they are filled, it ever, the shortest Atlantic passage to Great Britain at one's door!"

This is by no means flattering to our farmers. We have many more Scottish agriculturists could teach little and learn much from whom they might learn much of their own art. Our men can hold their own at any branch of the business. They suffer from some handicaps which united action and government enterprise would overcome. They lack farm help, and they have a short season. But the number of our farmers who grow big crops is not large enough, and we have much land which is producing little or nothing because the men for the work are lacking. Mr. Prof. Greig says of Prince Edward Island that it is farmed by Scotchmen and that they would yield double what they do now. The Island farmers are of Scotch stock, and there is a general impression that they are skilled and energetic agriculturists. Their big handicap is their inability to market their crop to advantage. If they had cheap and constant communication with the mainland for ten years there would be no cheap land on the Island. But there is here there are not enough men for the work. The Scottish vision have given our land and our opportunities considerable advertising, but much more is needed if we are to get enough settlers of the class we need.

A LOSING GAME

Prof. Fernow recently corrected an impression, held by many, that Canada is a great timber country in the sense that it has a nearly inexhaustible supply of commercial wood. He went over the country province by province and said of every section that economy and protection were necessary if we are not to follow the example of other countries in robbing the coming generations of an invaluable asset by destroying such forests as we have left. We cannot go on forever shipping rough lumber and pulpwood to the American manufacturing cities. It is a losing venture in more ways than once. We get the price of raw material. They

make the finished product, worth many times as much, and their labor and their capital reap the rewards which should be distributed here where the wood is grown. The Pulp and Paper Magazine says of the American demand for Canadian wood and the result it foreshadows for Canada:

"In other words, having realized that the forests of a country, unlike a crop of grain, require a generation or more and not a season to restore, and having decided their own forests to such an extent that their home industries can no longer be maintained upon them, these advocates of partial reciprocity are willing to reciprocate if we will allow them to do unto our forests as they have done upon their own. If the destruction of the forests is a calamity to the United States—how is it a blessing to Canada? The parable of ten virgins that were wise and ten that were foolish comes to mind, but this parable is only of partial application, because the ten Canadian virgins are in reality no wiser than the other ten, only they have some oil—just barely enough—in their own lamps still. While they must humbly acknowledge that it is by no provision of their own that they are still in possession of this oil they will see that if they shorten their own supply the whole twenty will be left without light."

"Taking the item of forest products, and perceiving how inseparable those assets are from a variety of industries of prime importance to this country, it will strike the average man that any scheme of reciprocity to be fair to the people on both sides of the line must go beyond the products of the farm, forest and mine. That freer trade between the two countries will be of advantage to both no unprejudiced person can doubt."

INVADIED BY THE C. P. R.

The Ottawa Citizen adds together some recent stories about the C. P. R.'s invasion of United States territory and the activity of Dominion Steel, and points out that these big Canadian companies are making Canada not only known but felt in other lands. Says the Citizen:

"Not many weeks ago it was rumored that the Canadian Pacific Railway Company had secured access to Chicago and the Mississippi valley, by the purchase of a railway which had not been prospering as an independent line. Nothing very definite has since been heard contradictory of the report, but there has been enough talk to indicate that at least there is some basis for the story, and it is not beyond the realms of possibility that the deal may yet go through. It caused a considerable flutter in American railway circles at the time."

Now the latest report is that the Canadian Pacific has secured the entire New York city, and is arranging to carry through freight from there to the West. It appears to have made some arrangement with the New Haven and Hartford, and has already been offered 250 tons of freight, per day for the West. According to the New York American the United States through traffic railways are almost panic-stricken at the prospect of this competition, which cannot be controlled by the Interstate Commerce law.

The assertion is made that the American roads with their heavily watered stock, extravagant management, and high freight rates, are not in a position to meet the competition of the carefully and economically managed Canadian road. The only suggestion that has been made to head off the competition is that the Trunk Line Association of America bring pressure to bear on the New Haven road, to fix prohibitive rates on Canadian Pacific business, but as a deterrent to this it is pointed out that the Canadian road might retaliate by smashing the tariffs from Seattle to Boston, and demoralize all the through lines in the American Northwest.

There is such instances as this, and the invasion of the world's steel market by the Dominion Iron and Steel Company, that are drawing attention to Canada's expanding enterprise. In connection with the steel orders which have been received from India, Australia, and Mexico, Mr. Plummer of the Dominion Steel Company, who has returned from England where he was attending the hearing of the celebrated Steel-Cool case, says in reference to the charge of dumping which was made against the company by British manufacturers, that there is no truth in it whatever. In an interview on Saturday he declared that the company was securing its regular profit on outside orders, and would continue to take them as they can be secured.

It is rather interesting to notice in the same connection that Mr. Charles M. Schwab in his evidence before the tariff commission at Washington, told the committee last week that he believed the open-hearth process would be long eliminated the Bessemer process. The Dominion Iron and Steel Company is an open-hearth plant in excellent condition, and this may account, to some extent, for the ability to undersell in the foreign market.

SHORTENING THE DEBATES

The experience of last session at Ottawa makes it highly probable that, when Parliament meets a few weeks hence, the government will propose certain changes in the rules governing debate, in order that the business of the country may not be delayed needlessly and for an inexcusable period by the minority. The procedure of the British House of Commons will probably be followed. When the Asquith government introduced the Licensing Bill, which contained forty-seven clauses, a table for the committee stage of the bill was agreed upon, the ministry deciding to devote fifteen days to this troublesome measure—in committee. The process of voting usually occupies three or four weeks. The government can limit the debate on any measure after reasonable discussion has sufficed to bring out all the essential information in connection with it. In tracing the closure in Great Britain it is necessary to remember, in examining the rules, that the British House of Com-

mons contains almost three times as many members as our own. After much obstruction in the British Commons in 1882 rules were adopted giving power to the Speaker, or chairman, to stop a debate at his discretion, if supported by more than 200 members, or if opposed by less than 40 and supported by more than 100. Such was the moral effect of adopting the closure that it was not until February 20, 1883, that it was first put into effect. The Speaker's declaration of the evident sense of the House was ratified on that occasion by a vote of 207—a margin of but seven votes over the necessary quorum. It was clear that no Speaker was likely to run the risk of a rebuff by assuming the initiative unless in the face of extreme urgency, and, in fact, the rule was enforced twice only during the five years of its existence.

The Conservative government, in 1887, by the introduction of a new Corrobor Bill for Ireland, gave further efficiency to the rule by an important amendment. It proposed that any member during a debate might claim to move that the debate be now put, and that with the consent of the chair this question shall be put forth, and decided without amendment or debate. Thus the initiative was transferred from the Speaker to the House.

This was strongly opposed as throwing a very inferior burden on the Speaker, by making him an arbiter on a question of opinion rather than one of fact. The automatic closure by a bare majority vote was objected to as likely to make no variation in the length of the debates, no matter of what importance or non-importance the question. Much effort was spent on the matter and after fourteen sittings the closure rule was passed on March 18 and made a standing order. The present rule in the British House of Commons reads thus:

"That, after a question has been proposed, a member rising in his place may claim to move that the question be now put, and, unless it shall appear to the chair that such motion is an abuse of the rights of the minority, the question, 'That the question be now put,' shall be put forth, and decided without amendment or debate."

"When the motion, 'That the question be now put,' has been carried and the question consequent thereon has been decided, any further motion may be made (the assent of the chair, as aforesaid, not having been withheld), which may be requisite to bring to a decision any question already proposed from the chair; and also if a clause be then under consideration, a motion may be made (the assent of the chair, as aforesaid, not having been withheld), that the question, 'That certain words of the clause defined in the motion stand part of the clause,' or 'That the clause stand part of, or be added to, the bill,' be now put. Such motions shall be put forth, and decided without amendment or debate."

Mr. Dooley would see the closure of debate shall be decided in the affirmative, if, when a division be taken, it appears by the numbers declared by the chair that not less than one hundred members voted in the majority in support of the motion."

In the case of supply, if the discussion occupies more than twenty-three days the Speaker may at any time order a vote taken without further talk. The British work works satisfactorily. It prevents mere partisan obstruction. When the rules give the government power to close the debate after the lapse of a certain amount of time the occupation of the obstructionists will be gone. The country will welcome any change which will make it possible to transact public business with reasonable expedition and decorum.

THE CITY'S PROGRESS

So far as the Winter Port business is concerned St. John now seems to be assured of receiving its reasonable share of the traffic of the country. The city will not have to build more wharves. The recognition of the port as essential to a well considered plan of national transportation came with the Dominion government's decision to build the new wharf under construction on the West Side. The C. P. R. is here. The G. T. P. is coming. The harbor will be administered by a commission. In a word, the future of the harbor appears to be safe. The Council, the Board of Trade, and citizens generally may well turn their attention to other matters, and among these other matters should be included the question of factories.

We are printing on another page an article dealing with a plan likely to be adopted by leading business men of Winnipeg, to form a syndicate whose business it will be to finance new industries, to secure capital for investment enterprises which can thrive in Winnipeg and for whose output the West will provide a good market. Winnipeg's industrial growth has been rapid, but it does not satisfy the men who are looking at the future. They think it inexpedient to bonus industries, to offer free sites, free water or exemption from taxation as some smaller western cities are doing. They believe, however, that Winnipeg's natural advantages as a home for industries are great enough to attract them, if capital be provided for such ventures as are examined by competent judges and pronounced sound.

By way of example. No one will be prepared to say off-hand that the plan would be practicable in St. John, though on a smaller scale it might be. But St. John should take stock. The business of the harbor alone will not make this a great city. It will be of great help, and it is an advertisement of immense value in addition to the money it brings. But St. John's situation on the sea, its advantages as a distributing point, the cheap carriage of raw material or finished products by water, the railroad connections it has, and its climate, which at all seasons is favorable to manufacturing, unite to make it a city in which industrial expansion may reasonably be expected. Cheap power is not yet available, but many great industrial centres are no better off in this respect, and St. John's position even in this may be improved, and should be. The city has hesitated thus far to revise its system of taxation, but that reform ought not to wait much longer. The city's debts and its assets should be overhauled. If, as appears to be the case, the taxpayers are paying inter-

est on some bonds which would have been retired long ago had not the money been diverted for other purposes, the facts should be set forth. Permanent improvements are needed in the matter of streets, but there is no money. A great deal is wasted yearly. Civic housecleaning is necessary. It would have to be drastic to be useful. If it were accompanied by assessment and taxation reform the city would be in a better position to attract industries, and its taxpayers would get something like a proper return for the money which is spent in their name.

REDUCING THE NUMBER

Portland, Maine, is dealing with two questions which are pressing for treatment in St. John—taxation, and the method of city government. Portland is sending two bills to the Maine legislature, one intended to distribute the burden of taxation more equitably, the other to alter the composition of the city council, wipe out ward lines for civic election purposes and reduce the council to five men, the mayor and four aldermen at large. A Portland correspondent of the Bangor Commercial intimates that the proposed taxation reform is likely to end in talk at Augusta. As to the revision of the city charter, he writes:

"We have something very direct and in a way affecting a great many of us, the proposed change in the city charter, the wiping away of ward lines, and the removal of all lines of demarcation between section and section."

"It is proposed to do away with the two boards at this time constituting the city government of Portland and the electing of a mayor and four aldermen at large."

"There will be many objections made to the proposed change. For years the lower board of the common council has been regarded as a sort of primary school of statesmanship. From that school our politicians graduate, and they have then a chance of going to the legislature, or speaking their fall back into the ranks once more, and there is nothing in particular to remind their fellow citizens that they were once members of the council."

"Generally speaking, nobody pays much attention to the proceedings of the lower board and the papers do not report what is said there. It has considerable power and can hold up legislation at times very effectively and beyond a doubt has been frequently of real use to the city by preventing the taking of too hasty action on the part of the aldermen."

"But the chief has gone forth that the common council must go, that the historic ward lines are to be obliterated; that we are to be all one people, with one common interest, and that four aldermen with all their small help as the ordinary mayor can give, will look after the interests of all their fellow citizens."

"The proposed changes are drastic enough and by the time we have heard the pro arguments and the con arguments, as Mr. Dooley would say, we shall be in a position to admit that we know nothing about it worth speaking of and we shall go to the polls and vote as it happens."

There is much in the article that suggests conditions here, particularly the reference to the indifference of the "average citizen."

CIVIC REORGANIZATION

The Council acts wisely in extending the time of the committee on reorganization for another month, for any report the committee may make will be useless unless it is prepared with care after a very thoughtful consideration of the changes necessary to produce a satisfactory improvement upon existing conditions.

Let the aldermen ask themselves how much a really competent man could do if he were appointed city engineer tomorrow and told to go ahead. The city has no plan of expenditure. The new engineer could not make any permanent improvement in the streets, for lack of money. If he had the present aldermen to deal with he could not shake up the departments in the way that is necessary without falling a victim to the reactionary members of the Council. They are opposed to any and all changes which they do not originate. The city employees would look to the reactionaries for protection from the new broom. He could not even control expenditures, because he could not without an exhaustive examination of the records of the officials—in the hands of the officials and the aldermen—would give him little assistance—tell how much of the present expenditure is necessary. If the new man really tried to secure the information necessary to enable him to clean house intelligently, he would antagonize most of the aldermen, and all of the officials. They want a paper reorganization, and that is what they will get unless the committee now dealing with the matter displays courage, public spirit and intelligence in an unusual degree.

The fact is that if a good city engineer is to be appointed and if he is to be allowed to proceed on modern lines, the way should be cleared for him by a general investigation of the civic department, which would involve the hearing of testimony under oath and the complete exposure of the shiftless conditions of dry rot and inefficiency which have persisted for years. This should be accompanied by a thorough examination of the city's financial position, its assets, its rate of growth, its outlook for new civic income, the amount of money it can afford to spend during the next few years.

This sort of examination has been made with excellent results in many progressive New England cities. In some of them the investigation was necessary because of conditions across the border which is bound to affect conditions here. The International Harvester Company has declared that protection is no longer needed for the industry in which it is engaged; the United States steel industry is practically in the same position; and a lumber effort is being made to get hides, and other coal on the free list. It seems pretty well assured that the revision of the American tariff which is coming will be a revision downward more than upward, and with the movement in that direction in the United States, it will be more difficult

the city pay roll could be made city engineer until such time as the city had found out what was wanted and what was possible in the matter both of retrenchment and expenditure. To appoint a good man tomorrow would be of little service unless he were given extraordinary powers and guaranteed protection against the very men who would hold his official life in their hands. If the aldermen are going to reorganize they must have interest in good civic government and who are anxious for real civic reform should use their influence to prevent half-way measures which will, in the end, only perpetuate the evils which it is desired to remove.

THE PHILIPPINES

The Americans occupied the Philippines before the British finished the Boer war, but for years after peace was established in the Transvaal there was bloodshed in the Philippines. Today order is kept there only by maintaining a powerful army of occupation. The American critics who described the conditions in South Africa as brutal and hopeless are today taking note of the progress of the movement for a South African confederation. But they are at sixes and sevens when they come to discuss the future of the Philippines. A disquieting contribution on this subject comes from the Manila Free Press, an American journal published in the capital of Luzon. Its advice to the Americans is: "Get out."

"We all remember," says the Free Press, "with what brave resolve we started out some seven or eight years ago. We were going to teach the peoples of the earth something new in the science of colonial government. We were going to discard all their otherwise and overstate theories and set us up a government among an oriental people which should be the admired of all beholders, and to which the nations of the earth should come and bow down in reverence. We were to lift up the torch of liberty and of democratic institutions among the peoples of the Far East who had slumbered so long in their ignorance and benightedness. We were going to do something wonderful here. It was going to take centuries and eclipse the centuries, something of slow growth and gradual development even after the manner of God Almighty Himself to whom a thousand years are as but a day."

"It has been said that a thousand years scarce serve to form a state, yet now we have 'two generations' from Taft and a paltry 'twenty years' from President Roosevelt. The magnificent edifice, the temple of good government we were to raise here and which was to be a monument outlasting the Pyramids and defying time, a beacon of light and liberty and all that sort of thing, seems to threaten to tumble down mockingly about our ears, and with it all our magnificent dreams, our lofty ambitions, our high-sounding declarations and vain-glorious boasts."

"As a result it is being said that it is about time we cut out our cant, stop our empty vaunting, admit to the other nations that we are about to make a glorious mess of it, write across our pitiful record here the one word, FAILURE, and then get out."

These are discouraging comments, the more so because the Americans cannot get out. They paid \$20,000,000 for the islands; they have expended hundreds of millions more in keeping them; and they must keep up the expenditure and go on carrying the load.

TARIFF TENDENCIES

One of the causes contributing to the defeat of the Conservatives last fall was undoubtedly the feeling that they favored high protection and would be likely, if in power, to reduce or relax the British preference. Mr. F. W. Hirst, editor of the London Economist, who has returned to England after a long term of observation in Canada, declares as a result of his inquiries that the trend of opinion here is towards a reduction of the tariff rather than an increase. The Toronto Star presents arguments to support the London editor's view. His statement, it observes, "is in accordance with the evidence. One of the strongest arguments in favor of the Liberal party in the late Dominion election was based on the action of that party in carrying the British preference into effect, and thereby reducing the burden imposed under the tariff of 1896. While, too, speakers on the government side defended the policy involved in the granting of this preference, some Conservative candidates, and successful ones, instead of taking the opposite position, declared themselves in favor of tariff reduction in certain specific lines. Where we once had a free trade party on one side, and a high protectionist party on the other, we now have two parties favoring a moderate tariff with a leaning towards the interests of the consumer, rather than towards those of the protected manufacturer."

"This tendency," the Star argues, "is likely to become more marked as time goes on. The development of the West will bring with it the growth of a great body of public opinion in favor of a moderate scale of customs duties. In addition to this, opinion in Eastern Canada is bound to be modified by what is now going on at Washington. The evidence given before a Congressional Committee which is inquiring into the working of the American tariff points to a development of conditions across the border which is bound to affect conditions here. The International Harvester Company has declared that protection is no longer needed for the industry in which it is engaged; the United States steel industry is practically in the same position; and a lumber effort is being made to get hides, and other coal on the free list. It seems pretty well assured that the revision of the American tariff which is coming will be a revision downward more than upward, and with the movement in that direction in the United States, it will be more difficult



FOR THE Sick Room

Nothing is so necessary to the invalid in recovering from any weakening illness as good old port wine, combined with a bitter tonic.

Imperial Peruvian Wine

IS PURE PORT WINE, combined with the properties of PERUVIAN BARK. This combination is one of the greatest nerve and muscle builders yet discovered, and is invaluable for convalescents.

Remember the name (Imperial Peruvian Wine) and accept no substitutes.

Quart Bottle \$1.00
AT ALL DEALERS.

MAN'D. BY
THE BAIRD CO. LTD.
MFG. CHEMISTS
WOODSTOCK N.B.

NOTE AND COMMENT.

The volume of trade of the United States for the year now closing shows a shrinkage of \$450,000,000 as compared with last year. This tends to show how little sense is displayed by the Conservative critics who blame the Liberal government for the decline in the country's revenue which has made it necessary to curtail expenditure.

The aldermen do well in reaffirming their decision to stick to the present system of water supply instead of returning to the high-and-low levels plan. The insurance rate was reduced on the explicit understanding that the single system be continued. The city will scarcely desire to court increased insurance rates merely to gratify one or two city officials who do not approve of the Loch Lomond extension.

The aldermen will, no doubt, agree that the vote regarding the exclusion of the saloons from certain wards shall be taken on the day of the civic elections. There is no good reason why the electors should go to the polls twice. Also, if a majority of the people living in any ward desire to exclude the saloon they should be given an opportunity to do so. The men who object to having this question voted upon on the day of the civic elections merely hope to make a representative expression of public opinion difficult. By such opposition they are simply inviting a demand for a general vote for or against prohibition.

MILITIA CALLED OUT TO AWE STRIKING MINERS

United States Marshal and Rioter Killed in Battle—Two Million Dollar Plant Threatened.

Stearns, Ky., Dec. 26.—Two companies of state militia are on their way to Stearns tonight by order of Governor Wilson upon request of the Stearns Coal Company whose \$2,000,000 plant has been threatened by the striking miners, following the battle of yesterday, in which one deputy United States marshal and one of the miners were killed.

While the town has been quiet all day, the threats to destroy the big plant with the coming of nightfall alarmed the people and the officials of the company concluded to take no chances.

One company of the state guards left Somerset at 7 o'clock tonight for this place and arrived Lexington at 10 p. m. There are about 25 men in each company.

Deputy Marshal Ryan, missing since yesterday's battle, has not been found and it is feared he met death at the hands of the rioters.

"Now, Mabel," said the Sunday school teacher to a small student, "can you tell me why the Lord gave Moses a rod?"

"Yes, ma'am," replied Mabel, with evident satisfaction at being able to furnish the desired information, "so he could make the children of Israel mind him."—Chicago News