

FACTORS ENTERING INTO LAYING OUT OF ROUTE TRAVERSED BY INTERCOLONIAL RAILWAY

Bay Chaleur Route Not the One That Would Have Been Chosen for Purely Commercial Reasons—Military Route Pure and Simple.

Halifax, N. S., March 9.—(By Colin McKay.)—The Intercolonial Railway, since the position of which there is now considerable controversy, was constructed for political purposes, while its location was determined by military considerations insisted upon by the Imperial Government. At the Quebec Conference of "The Fathers of Confederation," the 5th resolution passed was as follows: "That the General Government shall secure without delay the completion of the Intercolonial Railway from River du Loup, Quebec, through New Brunswick to Truro in Nova Scotia." At that time the New Brunswick Government operated a railway between St. John and Shediac, and the Nova Scotia Government a line between Halifax and Truro. While there appears to have been no specific guarantee that the Federal Government should operate the railway as a public enterprise, that was certainly the understanding of the Maritime delegates who had watched with amazement the manner in which the politicians of Upper and Lower "Canada" had been dipping their hands into the public treasury for the benefit of private railway promoters.

The question of the location of the Intercolonial caused much controversy. Three routes were proposed, one following the Gulf shore of New Brunswick to the Bay Chaleur, and thence through the Metapedia Valley to Metis on the River St. Lawrence; one through the centre of New Brunswick; and another known as the frontier route through the St. John River valley, and the Temiscouata Valley to Quebec. This latter route was strongly favored by the city of St. John and the St. John Valley communities. In reporting, on the difference, Sir Sanford Fleming, Chief Engineer in charge of the survey, wrote: "In the matter of through traffic, the fact had to be taken into consideration that a railway was being constructed to connect St. John, N. B., with Bangor, Maine, and thence with the railway systems of Canada and the United States. This line would be a formidable competitor of the Intercolonial if the latter were built on either the frontier or central route, while the route by the Bay Chaleur, and the adoption of a port on that Bay for ocean steamers would enable the Intercolonial to command a large share of the rapidly increasing mail and passenger traffic between Europe and America."

To assure the construction of the railway the Imperial Government offered to guarantee bonds to the extent of \$3,000,000, but the offer was conditional on the adoption of the Chaleur route, of which years before a survey had been made at the direction of Mr. Gladstone, then Colonial Secretary. In a dispatch to the Duke of Buckingham wrote: "The communication which this line affords with the Gulf of St. Lawrence at various points, and its remoteness from the American coast, are of a character which constitute in its favor and there can be no doubt that it is the only one which provides for the national objects involved in the undertaking."

After an agitation lasting over 41 years and 23 years after the first survey was ordered by the Imperial authorities, the Canadian Government adopted the Bay Chaleur route and the Imperial guarantee was immediately made available. "The Bay Chaleur route was not the one which would have been chosen for purely commercial reasons. It was a military route, one which the commercial features had been practically eliminated. The factors which seem to have decided the location were: First, the desire on the part of the Imperial military authorities to have the line of railway as far removed from the United States boundary as possible; second, the belief on the part of the Chief Engineer, Sir Sanford Fleming, that the whole of the western trans-Atlantic passenger traffic should be diverted from New York and Boston to a point on the Bay Chaleur. Sir Sanford's idea was a magnificent dream, but nothing came of it."

In 1873 the line between Truro and Moncton was completed, giving Halifax connection with St. John. In 1876 the line from Moncton to River du Loup was operated, giving the Grand Trunk line running to River du Loup. When these connections were made the Intercolonial had cost the people of Canada \$25,000,000 exclusive of what the Government of Nova Scotia had spent to build the line from Halifax to Truro, or what the Government of New Brunswick had expended to construct the hundred odd miles of line from St. John to Shediac. In 1888 the Intercolonial had been extended to Lewis at one end, and to Sydney, Cape Breton, at the other end. In 1899 it was extended to Montreal.

Some politicians and publicists in the other provinces in discussing the Maritime demand for the restoration of the control of the Intercolonial, the Minister of the Crown, responsible to parliament and the people, rather proceeded on the assumption that this railway was constructed solely for the benefit of the Maritimes and that the Maritimes were somewhat to blame because commercial considerations were not the determining factor in its location. But the fact is that the Imperial Government and the Canadian Government subordinated certain interests of the Maritime Provinces to the question of military communication with Quebec and the Province of Ontario. Because the Intercolonial Railway was constructed through a region having very little settlement, the Government of New Brunswick was obliged within a few years to spend over \$10,000,000 and give away nearly 2,000,000 acres of valuable timber lands to assure the construction of railways necessary to its development. And years later the

OWENS MEETS OBSTACLES IN HIS PROGRAMME

Scant Interest in His Scheme for Rehabilitation—Credits Based on American Reserves.

Berlin, March 9.—Senator Owen has arrived in Berlin on a trip he is making to interest Europe in his plan to promote the world's economic rehabilitation by establishing a system of stable gold credits on the basis of \$500,000,000 taken from America's gold reserves. He will confer with leading German bankers before returning to Paris. The senator came from Bucharest, where Ruman bankers manifested small interest in his credits scheme, frankly expressing their preference for a straight American loan which they would have the privilege of spending. It is doubtful, however, according to Mr. Owen, whether the Ruman banks have the necessary stability in credit operations on the lines he proposed. They have gone in for all sorts of industrial and speculative dealings and devote only minor attention to the usual discount functions of American banks.

This scheme is not apt to arouse much enthusiasm among German bankers, Germany's economic problem being less one of credits than of obtaining markets for its manufactures. The business and industrial world already found a solution for the problem of providing a stable basis of price in international trade by quoting export prices in dollars. They have already tested in practice the advantages and disadvantages of attaching themselves to any such scheme for a stable international medium of exchange.

The Austrian bankers, according to Senator Owen, are the only ones who have given a whole-hearted welcome to his proposals.

Annual Meeting Held Wednesday

Encouraging Reports Received and Officers Elected by W. A. Branch, Church of Good Shepherd.

The annual meeting of the W. A. Branch of the Church of Good Shepherd, Fairville, was held on Wednesday when the following officers were elected:— Mrs. W. P. Dunham—Hon. President. Mrs. Bender—President. Mrs. R. Dole—1st Vice President. Mrs. J. R. Bartlett—2nd Vice President. Miss C. Spilke—Secretary. Mrs. Charles Hill—Treasurer. Mrs. McGuire—Dorcas Secretary. Mrs. Mitchell—Extra cent-day Secretary. Mrs. Gorie—Leaflet Secretary. Miss M. Hoyt—Junior Secretary. Delegate to W. A. Annual, Mrs. Mitchell; Substitute, Mrs. Patrique; Substitute for President, Mrs. Dole. The meeting increased the pledges and reports showed that the thank offering was in advance of last year. The past year has been a very successful one.

Radicals will take an appeal to the next convention.

Murderer Hangs Himself.

Peter Gruper, murderer of the young heiress of the large estate of Kleppendorf, Silesia, and her younger sister whose trial at Hirschberg uncovered his use of hypnotic force on his victim and caused a great sensation here, ended his life by hanging himself in his prison cell at Hirschberg. His prison record was even more sensational than his deeds outside the jail. As soon as he was sentenced he made his first attempt to commit suicide. Then a few days ago he started the public by escaping through the prison window, and by his sudden voluntary return to prison after wandering and hiding in the neighborhood for a day. He said he did it to prove his innocence. Gruper, though already sentenced to death, was awaiting a new trial at Hirschberg for having murdered his wife in order to have a free hand to obtain the Kleppendorf estate.

Hotel and restaurant waiters and also transport workmen, draymen and porters of Leipzig have presented wage demands and threaten to strike. They had set the present moment because the big Leipzig Fair, bringing many thousands of outside visitors to Leipzig, opens next week.

Brewers' Fear Prohibition.

Minutes just published here of a secret convention of German and Swiss brewers disclose that the brewers admitted they feared prohibition would sweep Europe. It was decided at the convention to send a representative of the brewers, Dr. Neumann, immediately to the United States to study the effects of prohibition there and to start a campaign in the newspapers of Europe against prohibition of the use of alcohol. The campaign in the press would attempt to prove the tonic advantage of alcohol, especially with regard to beer. Dr. Neumann is secretary of the German Anti-Prohibition Society.

Watchmen Strike.

GOVERNOR MORROW OPPOSES PANAMA COMPANY TRANSFER

Raise in Rates and Foreign Control of Steamship Service Would be Result of Such a Step, He Declares.

Washington, March 9.—(Special.)—Absolute condemnation of the proposal to liquidate and transfer to private ownership the Panama Railroad and the Panama Railroad Steamship Company has been expressed by Jay J. Morrow, Governor of Panama. A raise in rates and foreign control of the transfer, he asserted, he charged that powerful private interests are behind the move under the sway of "insidious foreign-controlled propaganda." It is forecast that the forces working for the transfer will be revealed in Governor Morrow's confidential report which has not been published. Referring to the liquidation, he says: "There are powerful private interests being along this same line; the steamship line has been one of the finest instrumentalities the United States has had in assisting United States shipping against foreign shipping. A decision to scrap our ships would be a serious loss to our country. Foreign-controlled propaganda which has participated in by some American lines and to some extent by the Shipping Board. If the United States flag is to go off the seas, as it may well do under the restrictions imposed by the operation, this would be a good first step to take, but I desire to go on record as opposed to it."

"If the vessels are removed rates will certainly rise, the cost of service will surely be greater than now, and within a year the entire West Indian and South American trade with the United States will be controlled by steamship lines of foreign registry." The Panama Railroad, the railroad from the canal administration, Governor Morrow says:

TOURS ABROAD BEING MADE EASY FOR ALL VISITORS

Famous International Expresses Renew Daily Services; Hotels Lower Their Rates—Motor Trips Proving an Interesting Feature of Daily Programme.

"The European nouveau-riche will soon be non-existent if this deflation cycle swings much further," said L. J. Garcey, General Agent of the International Sleeping Car Company, recently returned from a business trip abroad, on the Paris. "The sultry atmosphere of depression which pervades European business has melted away a great many fortunes amassed during the war, and taxation is laying a heavy hand on what is left. An incredibly large slice of the income of the well-to-do is carved off annually by the State, especially in France and England. One result of this is that Europeans are, this year, travelling in far fewer numbers than in 1920 and 1921. They simply cannot afford it, in spite of the fact that the cost of travel in England has taken a downward swing along with that of most other commodities."

Americans, however, are profiting thereby. Just after the war a great many Europeans were compelled to live at hotels, because their homes had been lost in the shuffling contingent upon four years of strife. The housing situation, however, is greatly improved and they are able to settle back into their old homes, and now, with business depression weighing hard upon their fortunes, even the wealthy have been compelled to leave their mansions and take refuge in the modest quarters. Therefore, whereas in 1920-21 mine host felt tempted in quite a few cases to let lodgings get the better of his judgment, the situation now is just the reverse. The supply of hotels has increased to meet the demand, and this in turn has brought down hotel rates all along the line, especially in France.

"Take, for instance, that magnificent new hotel at Font Romeu, a really princely structure, built some 5,000 feet above sea level in the Pyrenees. Full pension, including a beautifully appointed room, could be had there during the winter's past season for as little as 10 francs a day, or for 7 francs with a private bath, including all taxes. It is the same along the Riviera, where excellent quarters are available at the finest hotels at prices that to Americans used to the same standard of living at home seem absurdly low. Even in Paris accommodations can now be had in plenty at prices really moderate."

Americans plentiful in Paris.

"Americans are especially plentiful in Paris, on the Riviera, and, of course, in Italy, which never seems to lose its popularity, partly no doubt, because it is so easy to catch a lira a nickel and still be on the safe side, while Egypt is also witnessing a regular American invasion."

"Travel facilities have increased in Europe to a notable degree. Old services have been re-established and new ones organized. The great international trains de luxe, which up to last year were run on irregular schedules, are now operated daily, as, for instance, the Rome Express, the Calais-Mediterranean Express, the Simplon-Orient Express, and the Sud Express between Paris and Madrid. The Orient Express runs three times a week to Paris and Paris via Munich to Vienna, and from Ostend-Brussels and Amsterdam by way of Cologne and Nuremberg to Vienna, and from Vienna to Budapest and Bucharest. The pre-war Nord Express has been revived as far as Warsaw."

"Passport regulations also show great improvement. Of course, the old freedom of transit that made travel so easy in pre-war days will not be re-established for some time, at least until the new nations have had their fling at playing 'you shan't' with well-meaning tourists, but in western Europe at any rate there is a very noticeable absence of formality toward Americans. Belgium and Switzerland have abolished the visa altogether. Officials there merely seem to glance at the cover of an American's passport. In Italy special instructions have been given to make the customs inspection as light and unobtrusive as possible in the case of visitors from overseas. In France one may stay for six days without any formality whatever."

FRANCE SUFFERS HEAVILY FROM VIOLENT STORM

Wind and Rain Held Sway Three Days, Causing Heavy Material Damage.

CONSIDERABLE LOSS OF LIFE REPORTED

Telegraph and Telephone Lines Blown Down, Houses Unroofed, Chimneys Topped Over.

Paris, March 9.—Nearly all France has suffered heavily from the unusually violent storm which began three days ago, causing heavy material damage and considerable loss of life, and the effects of which were still being severely felt today in interruption of communications and destruction along the coasts, particularly in the northern departments, whence come reports of numbers of persons killed and injured. On all sides telegraph and telephone lines were blown down, cutting communications generally. The storm off the coast stopped virtually all maritime traffic, and steamship communications between France and England were rendered impossible. A number of fishing boats were wrecked and one of them, the Marie Therese, is reported to have sunk with the loss of fifteen lives. Steamer Service Interrupted.

In the neighborhood of Paris, a number of persons were injured by the falling of chimneys and the blowing down of various parts of buildings. Steamer service across the English Channel was suspended all day yesterday, the only exception being the French boat, which made Calais from Dover early in the morning. No boat had left England for France for eighteen hours up to last midnight, which condition was without precedent in recent years. The dome over the railroad station at Lille was carried off by the winds, and the sheds of the English camp at Etaples were destroyed, according to dispatches reaching Paris this afternoon. The roofs of many houses were blown off in a number of the northern French departments.

Cases Dealt With in Police Court

Walter Bell Found Guilty of Obstructing Liquor Inspectors—Other Cases Heard.

In the police court yesterday afternoon, judgment was delivered in the case of Walter Bell, charged with obstructing liquor inspectors in the discharge of their duty. The defendant was found guilty of the offense, and the matter was set over until Monday afternoon, when a charge against him of selling liquor will be dealt with. Both cases will be disposed of at the close of the second hearing. W. M. Ryan appeared for the prosecution, and Daniel Mullin, K. C., and E. S. Ritchie for the defendant. Bruce Lovely pleaded not guilty, yesterday morning, to a charge of supplying liquor to William Harry, Sergeant Rankine and Policeman Killen testified that they had arrested Harry on a drunkenness charge on Wednesday afternoon, and later, acted on information received, had arrested Lovely. They identified a bottle produced in court as one found on Lovely at the time of the arrest. Both defendants were remanded.

John Nickerson pleaded guilty to a charge of drunkenness, but not guilty to a charge of begging on Main street. He was remanded for a further hearing. William Speight, charged with selling liquor in his shop on Main street, appeared in the police court yesterday morning, and was remanded. Four men were remanded yesterday morning on charges of drunkenness.

WEAK HEART NERVES BADLY SHATTERED

Many a woman who should be strong and healthy, full of life and energy is bound by the shackles of ill-health. Some disease or constitutional defect has left its mark in the form of a weak heart, shattered nerves, impoverished blood and an exhausted condition of the whole system.

HEART AND NERVE PILLS they will find a remedy that will supply food for the exhausted nerves, one that will strengthen and regulate the weak heart and invigorate the whole system.

Mrs. W. W. Pease, 24 Sutton St., Toronto, Ont., writes:—"I was left with a weak heart and in a run down condition from the 'flu.' My nerves were badly shattered, and I had such pains around my heart I could not sleep much at night. I took several doctors' medicines without getting any better. My husband got me to try Miller's Heart and Nerve Pills, and after taking six boxes I have been well and not bothered since." Price, 50c a box at all dealers, or mailed direct on receipt of price by The T. H. B. Co., Limited, Toronto, Ont.



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