

# THE RAILWAYS AND THE COMMISSIONERS

(From Toronto World)

Why should a farmer or manufacturer located at a local station have to pay more for the transportation of his traffic than one who is at a competitive point?

It has always been the policy of the Canadian railways to favor competitive points as against local territory; consequently the farmer or manufacturer located at a local station pays the relatively higher rates for the transportation of his traffic than his neighbor who happens to be situated at a station reached by two lines of railway. We contend that this policy is absolutely indefensible and that its continuation has done more to retard the growth and development of the country than any other influence, inasmuch as it prevents the expansion of trade and compels the farmer to sell his produce at home instead of giving him the benefit of markets further away.

One of the prominent officials of a leading Canadian railway recently told the board of railway commissioners that they were compelled to haul through traffic on a relatively lower basis than they charged for local business, stating that if it were not for the through traffic they would be compelled to advance their rates on local shipments as there was not sufficient local trade to maintain their lines. Under existing conditions, this statement may be true, and will continue to be true just so long as the carrying companies stand in their own light. Let the Canadian railways give us the same facilities and the same rates for local business that they now impose on through traffic, and there will be such an increase in their local trade that it will tax their energies to the utmost to take care of it. Let them continue the low rates on through traffic—we have no quarrel with them for giving cheap transportation—but we should demand that our own produce and our own manufactured goods shall reach the markets of the world on as favorable terms as the commodities which they are hauling right past our doors, coming from a foreign country, and which are directly competitive with our own shipments.

We are told that our present proposals are due to the carrying companies, and that if it were not for them we would still be in the back woods. "Look what we have done for Canada," is their cry, but they make no mention of what Canada has done for them. The railways are entitled to all the credit due them for what they have done. We have no fault to find with them on that score—it is what they have done to Canada of which we complain. The man who is in the habit of using that phrase, if they happen to be in an official position on the Grand Trunk Pacific Railway 20 years from this date, would not doubt say: "Look what the Grand Trunk Pacific has done for Canada," quite overlooking the fact that the Grand Trunk Pacific owes its existence to Canada and the Canadian people.

The province of Ontario has a large amount of money invested in the Grand Trunk and Canadian Pacific railways. True, we may not have any paper stock to show for our investment, but we are just as much entitled to a dividend on our money as the old country stockholder whose name appears as a shareholder on the books of the company. We are not anxious to have this dividend paid in cash, but it is surely not too much to expect some return in the shape of cheap transportation for our produce and manufactured goods.

We have no desire to hamper the great railway interest of the country, but at the same time, we do not want the great railway interest to hamper the still greater industrial interests of the country. It should be the aim of the board of railway commissioners to protect and develop the commerce of this country, and to see that we are not discriminated against in the matter of transportation charges.

We should demand the equalization of rates from all portions of the province. There is no excuse for giving favors to one portion of the country, when such a course retards the progress of another section, which is equally deserving of protection, and the board of railway commissioners should see to it that no difference is made as between local and competitive territory.

## MONARCH TOTAL WRECK

### Heroic Effort of Brave Seaman on Canadian Lakes—Saves Crew of Doomed Ship

Port Arthur, Dec. 16.—The Monarch which went ashore on Isle Royale during the recent storm is a total wreck.

During the gale and snow storm the ship was driven out of the rocks, and she suddenly struck the rocks. In describing the situation the Times Journal says:

James McGillivray, a deck hand and a brother of the second mate volunteered to attempt a landing on a rope. A line was tied about his waist and he was lowered almost to the surface of the water. He was then swung pendulum fashion as far out from the boat as possible, twice he was thrown against the rock, but on each occasion his nerved fingers slipped on the icy surface and he was washed into the lake. Bleeding profusely and almost overcome from the cold, he made a third attempt, and the rope broke. It was thought, he was surely lost, but in some unaccountable manner the courageous sailor managed to grasp a ledge of rock, to which he clung until he had regained sufficient breath and strength to crawl to the top.

A ladder was then handed to him and a tow line thrown over. With the ladder he experimented comparatively little difficulty in climbing to the shore above the rock, and he soon made the rope fast to a tree.

On this line most of the sailors including Miss McCormick, and all but one of the passengers made their way, hand over hand, to the land.

Capt. Robertson stated that although he was less than a quarter of a mile off his course, he had absolutely no way of knowing that he was near the rock on which his vessel stranded. It was by sheer good fortune that the Monarch escaped being dashed to pieces on the dangerous Canon rocks in which several all hands must have surely perished.

The disaster was the third total wreck First Engineer Beatty has been in. He was chief engineer on the ill-fated Monkshaven which went down last November on the shore of Angus Island.

### LATEST TYPES OF WARSHIPS

London, Dec. 13.—A plan is in contemplation to modify the existing boat carrying arrangements in British warships. The change, it is said, will be inaugurated in the design of the new dreadnoughts already under way at Devonport and Portsmouth. It has long been a complaint with naval men that the battleships and cruisers were lumbered with a number of boats that were never used at all.

A modern warship was virtually unsinkable from stress of weather,

owing to her numerous watertight compartments. Therefore she does not need these craft as a live saving provision or for the landing of military. The sixty-foot sledge boat will be retained as it is serviceable for torpedo attacks, having a speed of seventeen knots. The steam pinnace also will remain for the convenience of shore communication.

The keelplates of the new battleship of the Dreadnought type have been laid at Portsmouth dockyard, Dreadnought No. 2 will be an improvement in many respects upon the existing Dreadnought. It has already been reported on what seems good authority that the 12-inch guns will be increased in length, weight and power.

The new ship will have guns over fifty feet long and over sixty tons in weight, with a greater penetration than the Dreadnought's weapons. In addition the anti-torpedo armament of small guns may be strengthened.

The size of the new ship will be between 18,000 and 19,000 tons, as against 16,800 tons of the Dreadnought. The speed will be about the same. She is one of the three battleships of this year's program, of which the second is to be laid down shortly at Devonport and the third is to be built by contract. The new ships should be in service early in 1909.

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### COAL LAND GRAFT

During the discussion on the coal questions in the House of Commons it was stated by R. S. Lake who the recipients of the recently alienated coal areas are.

A return brought down last session showed that one recipient was A. C. Rutherford, now premier of Alberta. This is one of the gentlemen who used to make capital against the Conservatives on timber limit questions.

Then there was A. L. Sifton, a brother of the late minister of the interior. Another favored party friend was D. C. Cameron, formerly Liberal member for Rainy River in the Ontario house. Still another who figured in the list was a gentleman whose stenographic notes have often reprobated through the building, viz., Hon. Robert Watson. The next was C. A. Stewart, now a judge in Alberta, and last but not least G. H. V. Bulyea. Curiously enough his grant of coal lands was dated Dec. 13, 1906, or after he had been appointed lieutenant-governor of Alberta.

## SEPARATE SCHOOLS

### Archbishop Langevin Says the School Question Is Not Settled in Manitoba—Wants Same System As This Province

His Grace the Archbishop of St. Boniface assisted at high mass at the church of the Immaculate Conception, Winnipeg, on Sunday, 9, inst. At the conclusion of the mass Archbishop Langevin addressed the congregation congratulating them upon the presence of the visiting Knights of Columbus of St. Paul, upon the growth of the parish, and the good work of the pastor, Rev. Father Chretien, and the close bond of union between the parish and their devoted priest. He had much pleasure in bringing them on the feast of the Immaculate Conception, and in bringing to them the special blessing of their Holy Father the Pope.

When he was in Rome he mentioned to the pope the name of each parish priest, and asked for a particular blessing on each. The archbishop spoke strongly on the troubles of the church in France and declared that it was the fault of the bishops, who were not the strong bond of union they should be between the people and the church in France was that it was asleep, but it was not for us to throw stones while our house is of glass in Canada. The Catholic church in the States and Canada had done much, but those who considered her work was done were entirely wrong. To say that "the school question was settled" was to display ignorance of facts. It was to display ignorance of the fact that the arrangement of the schools in Manitoba was one thing, and that in Alberta and Saskatchewan was another, and there was no unity. Other churches were organized and were working all the time. The Catholic church could make a great display at the time of a feast or a procession, but at other times they were lacking in organization. Unity in action was impossible without organization. The archbishop was glad to find an organization such as the Knights of Columbus composed of practical Catholics, but every Catholic should be a practical Catholic. Every Catholic should be a practical Catholic. Every Catholic should be a practical Catholic. Every Catholic should be a practical Catholic.

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### WOMEN CLERKS OF LONG SERVICE

In the executive departments in Washington, where the business of the government is carried on, there is no belief in the Oyster theory so far as the woman clerks are concerned. Several of the most valued ones working for the secretary of state passed three score and ten long ago. Mrs. Eliza Gridley, mother of the man who commanded the Olympic at the battle of Manila, is about 80, yet she holds a responsible position in the general land office, and knows more about records and land law than any six clerks in the department.

Miss Mason, who is nearing the same age, is a pillar of strength to seek for information in the library of the war records. She is a daughter of a former minister to France. In the department of justice are women wearing eighty some of them wives and daughters of former judges, who work faithfully and intelligently, and who are prized more highly than the younger women who compose the greater working mass in the department.—Boston Globe.

A. Roy of Ottawa, Ont., has been found guilty of manslaughter. He stabbed A. Richard in a drunken row.

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