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THE EVENING TIMES AND STAR, ST. JOHN, N. B., THURSDAY, SEPTEMBER 21, 1911

The Evening Times and Star

ST. JOHN, N. B., SEPTEMBER 21, 1911.

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THE EVENING TIMES THE DAILY TELEGRAPH

New Brunswick's Independent Newspapers.

These papers advocate:
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion.
No graft!
No deals!
"The Shamrock, Thistle, Rose
entwine The Maple Leaf
forever."

AN OLD CRY

The bogey of disloyalty which Mr. Borden would frighten the Canadian people is not new but old. It has done duty in Canada before. It has done duty in England. In every great fight for reform, in every great fight of the people against privilege, this ancient cry has been dragged into service. When the English Reform Bill of 1832 was mooted—the Reform Bill that disfranchised many rotten boroughs and enlarged the number of holders of the franchise—the chief cry made against it was that it was disloyal. Its opponents used no other arguments against enlarging the franchise in England, as now Mr. Borden uses no other argument against the removal of restrictions from trade in Canada.

They assured the English people that they could not give the middle class any large and direct share in the government of the country without administering a violent shock to the most cherished institutions of the nation. They said that the "laboring classes of England could not safely be trusted with the right of electing members of the House of Commons. The Reform Bill, they insisted, would produce a destructive revolution. "The people will believe those who flatter them and distrust those who serve them," was one of the cries: "they will be ungrateful, credulous, eager for immediate relief, heedless of remote consequences."

Mr. Borden used almost exactly such language when he appealed to his audience at Megantic last week, not lightly to throw away their British citizenship to the first people who made a bid. Nothing will satisfy patriots of that type but a plea and an opportunity of taxing and exploiting the people for their own advantage. The people to whom Mr. Borden is talking, the people of all parties, are at least as loyal and as disinterested as he is.

The Reform Bill proved to be the best security against revolution and the greatest bulwark of the throne. The opponents of Reform had said that monarchical and aristocratic institutions had no hold on the public mind of England; that they were regarded with aversion by a majority of the middle class, and that their representatives would abolish royalty. Is there anything other than this in Mr. Borden's present contention? Is it not a fair inference from his argument that the farmers and the public generally are loyal only because they are restricted and bonded in their trade? If they are given full opportunity to grow and expand—they will throw off British connection.

Did every crazy radical utter a swifter slander against British connection? Is not the King popular in this country? Is not British connection popular? Who wishes to dethrone the King? Who wishes to throw off British connection? And who wishes to argue that the popularity of the King and of British connection depends on a fiscal system that England herself long ago discarded? Apparently Mr. Borden does. The King, Mr. Borden seems to think, is only tolerated in this country because we have a tax on hay, logs and cattle, and because the United States keeps a tax on similar articles.

Who are anxious to retain those taxes on natural products? The trusts, monopolies, combines and special interests, and all those who have grown wealthy by exploiting the industries of the country. The people regard these taxes with aversion, yet Mr. Borden would attain power by assuring them that these taxes are essential to British connection! There is no possibility of doubt that the Liberal leaders would infinitely prefer to fall with such a measure as this than to succeed with the cry that British connection is detrimental to the best interests of the people.

RAILWAY PROGRESS

It is evident that the Canadian Pacific Railway is destined to become a factor of increasing importance in the transportation business of Canada, and that it has not been disturbed by any fears that government policy would in any way interfere with its prosperity. That it expects to do a constantly increasing business at the Atlantic ports is proved by the money it is expending at the port of St. John. It is worth while to note what the company is doing in the west to secure traffic for its through lines. The company is displaying greater activity in the west this

year than ever before. When it has carried out its plans, and the Grand Trunk Pacific and Canadian Northern have completed their through lines from coast to coast, with branch lines as feeders, the transportation system of Canada will be the admiration of the world. With regard to the Canadian Pacific and what it is doing in the west, we may quote the following from the Montreal Gazette.

"Not for years have the Canadian Pacific Railway had so many miles of new track under construction as they have this year. New lines are being built practically all over Western Canada, and hundreds of gangs of track builders are at work in the various provinces. The C. P. R.'s network of new lines is rapidly extending into new districts, and as fast as they are built they are being opened for traffic. Since the middle of June, five or six new services have been inaugurated, and it is stated that there are several other lines which will be carrying regular trains before the end of November. It is these new lines that are among the greatest inducements to new settlers to open up new districts, as when the services are established they have transportation facilities for getting their produce to the markets. For the incoming settlers of next year it is stated that the C. P. R. will rush to completion nearly four hundred new lines in Alberta and Saskatchewan. These lines include from Moose Jaw, southeast, 33 miles; Kerrobert, northeast, 25 miles; Weyburn branch extension, 21 miles; Estevan branch, 35 miles; Swift Current, northwest, 35 miles; Wilkie, northwest, 32 miles; Wilkie, southeast, 21 miles; Kinistota branch extension, 37 miles; Beaman to Kinistota Junction, 35 miles, and Kipp branch extension, 27 miles."

The campaign which closes today has been one of the most keenly contested since the national policy campaign in 1878. The people have been intensely interested, and meetings on both sides have had a larger attendance than is usual in a long campaign. A feature of the fight that has been especially noticeable has been the absence of bitter personalities.

The late reports from the state of Maine seem to indicate that prohibition has been defeated by a majority of only a few votes. This result will be held by the opponents of prohibition everywhere as a proof that a prohibitory law does not satisfactorily solve the drink problem. The temperance forces will doubtless undertake a local option campaign in the rural districts, whatever course they may pursue in regard to the cities.

The Times prints today an interesting letter contributed to the Montreal Witness by a citizen of the Bahamas, along with an editorial comment thereon by the Witness. The people of those islands are very eager for union with Canada. Their legislature has approved of such action. Several influential Canadians have given considerable time to advocacy of such a union. The people of the islands would like to have our market for their products, and would also like to have the Bahamas made a winter resort for wealthy Canadians.

By the end of this week the citizens will be able to withdraw their attention from national politics and give some consideration to matters of civic interest. The city council has had a fairly busy summer, and the amount of work done by the street and water departments has been large. Doubtless the bills will also be large, but necessary work has been done, and, if it has been done well, there can be no objection on the part of the taxpayers. This is the last year under the city council system, and it may be hoped that the record of this council will be such as to arouse less criticism than was directed against some of its predecessors.

Canada has a large apple crop this year. Up to September 17th the exports from Montreal amounted to 17,339 barrels, compared with 13,205 bbls for the corresponding period in 1910. The exports to date are also larger than those for the like period in 1909 and 1908. A despatch from Halifax states that a steamer left that port this week for London with 34,000 bbls. of apples, the largest apple cargo ever shipped from that port. A cargo of 19,000 bbls. had gone forward from Halifax on the preceding day. So far as Nova Scotia is concerned, her apple crop this year will run into a very large amount of money. The time should not be very far distant when New Brunswick, which it is claimed has a larger area of good orchard lands than Nova Scotia, will share in the great benefits of a large export apple trade.

A few years ago the suggestion that a train ferry could be operated across the Bay of Fundy would have been received with skepticism. The project has, however, commended itself to even so cautious a man as Mr. D. McNeill, general manager of the Canadian Pacific Railway. If the company are able to carry out a plan for taking freight trains across the bay on steam-propelled barges it will be a great step in advance in the matter of transportation between Nova Scotia and the rest of Canada. Another important change will be made if the company provide at the head of the harbor terminals for the Bay of Fundy passenger service. The C. P. R. has become a very large property owner on the St. John water front, and evidently has great faith in the future of this port.

KING COLE TEA
You'll like the flavor

DE MASSA OB DE SHEEPFOL'

De Massa ob de sheepfol'
Dat guard de sheepfol' bin,
Whar de long night rain begun—
So he call to de hircin' shep'ol'
"Is my sheep, is dey all come in?"

Oh, den says de hircin' shep'ol'
"Dey's some, dey's black and thin;
And some de's po' ol' wedda's."
But de res', dey's all bring in.
But de res', dey's all bring in.

Den de Massa ob de sheepfol'
Dat guard de sheepfol' bin,
Goes down in de gloomerin' meadows,
Whar de long night rain begun—
So he let down de ba's ob de sheepfol'
"Callin' so!" "Come in, Come in."
"Callin' so!" "Come in, Come in."

Den up troo de gloomerin' meadows
"Troo de col' night rain an' 'sun'
An' up troo de gloomerin' rain-paf
Whar de sleet fall pie'cin' thin,
De po' los' sheep ob de sheepfol'
Dey all comes gadderin' in."
Dey all comes gadderin' in."
—Author Unknown.

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FOX.

"My husband selects all my hats."
"Indeed! He seems to have excellent taste."
"Oh, I let him choose the hats, and then exchange them afterwards for the ones I want."

MUSICAL SURPRISES.

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"But I didn't expect then you were going to storm in the house."—Baltimore American.

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AS USUAL

"She married him to reform him."
"And what was the result?"
"She wishes now that she had reversed the process."—Boston Transcript.