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The News.

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APPLE GROWING IN NEW BRUNSWICK

With apology to the writer and to the public for unintentional delay, we publish elsewhere a letter from Mr. S. B. Hatheway of Fredericton, secretary of the New Brunswick Fruit Growers' Association, setting forth in convincing fashion the horticultural possibilities of this province. Mr. Hatheway points out that New Brunswick has more acreage suitable for apple growing than other provinces which have won wealth and fame in this industry; that our soil and climate combine to produce fruit unexcelled in quality, flavor, appearance and durability; that labor is cheaper and more easily available here than in most fruit growing districts, and that our marketing advantages—with cold storage and shipping facilities easily and constantly available at St. John—are far superior to Nova Scotia's or Ontario's. Yet in spite of these inducements to apple growing and the additional fact that it demands less labor and yields more profits than almost any other department of agriculture, the quantity of this fruit raised in New Brunswick is inconsiderable and shows small indication of increasse.

The reasons for this failure to seize upon such evident and profitable advantages Mr. Hatheway does not discuss. Chief among them is doubtless the fact that the initial cost of an apple orchard is large and that no general and effective effort has been made to acquaint New Brunswick agriculturists with the value of their opportunity in this regard. It is earnestly to be hoped that in framing its agricultural policy the Hazen government will give due and expert attention to the provincial possibilities in this regard and will take vigorous action to assist the farmers to realize upon them. A central experimental farm or a series of illustration orchards would be of great value in an educative way, but a more practical and an easily practicable method of encouraging this important industry would be the establishment of a provincial fund from which prospective horticulturists could borrow money upon easy terms for the preliminary establishment of orchards. In connection with either of these measures of assistance the services of trained and capable men should be provided, for the instruction of fruit growers in the best way of planting and caring for their trees and of picking, packing and marketing their crops. By taking some such action the government would win credit for itself and large profit for the province.

RUNNING RIGHTS ON THE I.C.R.

Hon. Mr. Graham's notification to Sir Thomas Shaughnessy that the C. P. R.'s proposition for running rights over the Intercolonial from St. John to Halifax will not be considered until the government is in a position to grant similar terms to the Canadian Northern, would seem to mean that the government has decided to make the Intercolonial a trunk line affording access for all the transcontinental roads to all the Atlantic ports it reaches.

In so deciding the government has bowed to, or welcomed, as the case may be, an almost inevitable consequence of its action in making provision for the Grand Trunk Pacific to run into St. John and Halifax over Intercolonial rails. Having conceded this privilege to one road the government could not fairly deny it to others upon equal terms. Doubtless this will work out for the benefit of Maritime ports, to which the business of these four systems will mean a certain boom in trade and development—though this must come anyway as both the Canadian Northern and the Grand Trunk Pacific need access to Atlantic tidewater and would have to build lines of their own but for the government's concession. Also it may be a good thing for the Intercolonial, considered merely as an equipped right of way built to provide transportation connection between middle and eastern Canada and maintained as such at large public expense. The rental receipts under this system will probably change the road's prevalent deficits into an annual operating surplus, to the considerable relief of the public treasury.

But the effect of this radical change upon the Intercolonial as a popular institution, considered—as we in the East have come to consider it—as not only a routine transportation agency between St. John and Halifax and Montreal, but as a possible instrument for Maritime development and a foundation for profitable extension laterally by the absorption of its branches and westward toward the traffic producing prairies, is another matter.

Even if the traffic privileges were restricted to through business, the natural effect of making the Intercolonial a common delivery channel for the traffic of other roads would be to check its own expansion, to keep it perpetually where it is and what it is now. And if these privileges should include participation in local business the Intercolonial would speedily cease to exist as an operating institution.

It seems incredible that the government would consider any proposition affecting local traffic, but as a matter of fact it has considered one, and not unfavorably. In the course of the negotiations with the C. P. R. nearly two years ago one of the conditions named by the government was "that if the C. P. R. were to do station to station business they should pay over to the I. C. R. such a percentage of gross receipts from the traffic as would keep it whole, and it was suggested that for the first five years the percentage should be 15 per cent., the second five years 20 per cent., and thereafter 25 per cent." Such terms might possibly give the government a greater profit on the traffic than it makes now, but they would most certainly—even if only the C. P. R. were thus allowed to compete—ruin the Intercolonial as a transportation system, leaving only its roadbed held in common leasehold by three private companies.

The government must guard carefully against any such possibility. The Intercolonial owes something to these Maritime Provinces. Had it been operated with the energy and expansive foresight of the C. P. R., for instance, we should not now be the laggards in the march of Canadian progress. The Intercolonial, preserved as a separate institution and efficiently managed in a spirit of optimism and public service can do much for this section of the Dominion, and for itself as a railroad can win by itself a larger future for itself and its territory than would be possible to it as the agent and servant of these railway corporations whose main interests are elsewhere, and to whom it would be little more than a branch line for winter traffic.

PROHIBITION IN NEW ZEALAND

It is natural that New Zealand, the pioneer in so many experiments in social legislation, should be forging to the front in the work of temperance reform. A correspondent of the London Standard, writing from Auckland, predicts that the new Dominion will become a prohibition country within the next decade. He attributes the growth of the temperance movement, with which he is admittedly not in sympathy, to the enfranchisement of women, the active participation of clergymen, and the persistent and continuous agitation carried on by the prohibitionists. The result has been a steady growth of prohibition sentiment, as evidenced by the rapidly increasing votes for no license under the local option system prevailing there.

The legislature has enacted that three-fifths of the valid votes polled must be in favor of no-license before it can come into operation, and also that three-fifths of the valid votes recorded must be polled before a no-license verdict can be reversed. The following table shows the number of voters who stood between the principal cities and no-license three years ago, and at the last poll. This gives an indication of the manner in which the license battalions are dwindling before the determined onslaughts of their skilled opponents:

	1905.	1908.
Wellington	2,178	903
Auckland..	1,782	783
Christchurch.. ..	3.059	1,976
Dunedin..	2,008	658

There are in New Zealand 62 licensing districts, and there were at the taking of the last poll six no-license areas. The prohibitionists have now captured six more, the no-license issue having been carried by three-fifths majorities in Eden, Masterton, Ohinemuri, Wellington South, Wellington Suburbs, and Bruce. The Hutt electorate (practically another suburb of Wellington) just succeeded in missing no-license by two and three-quarter votes. The electors voted for reduction in Taieri, Dunedin City, Dunedin South Chalmers, Manukau, Parnell, Auckland, and Waitemata. In 43 districts in New Zealand an absolute majority of votes was cast in favor of no-license.

AN AUSTRALIAN COMPARISON

Canadian arm-chair reformers find frequent subject for admiring discourse in Australian social and political conditions, emphasizing for Canadian imitation the advanced public ownership policies of the Commonwealth and its provinces, particularly as applied to their government-owned, commission-operated railways. It is not without interest and instruction to note that at the same time, public opinion in Australia is turning desirous eyes toward Canada, and discovering in our advancement and Australia's backwardness strong reason to doubt the wisdom of that country's socialistic experiments.

An article in the West Australian of recent date makes exhaustive comparison between the conditions and opportunities of these two great British states. Both started on the race of progress, it points out, under practically equal conditions. Both were handicapped by popular traditions abroad which viewed one country as a land of deserts and drought and the other as largely a frozen waste. The reason that Canada has so far overcome this prejudice as to win new population at the rate of a quarter of a million a year while immigration to Australia lags far behind, the writer finds chiefly in the active publicity campaign carried on by the Canadian Pacific Railway which has continually thousands of agents at work in Europe and distributes annually millions of descriptive pamphlets of various kinds. "If Canada is booming," says the West Australian, "and has another big population boom looming ahead, it is not unreasonable to ask when is Australia in general, and Western Australia in particular, to enjoy a similar experience. He would be a man upon whose shoulders the mantle of prophecy had rested who would be able to answer that question. Our immigration methods are different from those the Canadians employ. We go in for government work, first and last. The Canadians say that private enterprise working with a free hand and in friendly opposition to the government is able to produce much better results. If the proof of the pudding is in the eating, then the accuracy of the Canadian contention has to be admitted. Take Western Australia, with its 25,000 more square miles than India, Burmah, and Ceylon put together, and this query suggests itself: If we had a Canadian Pacific or Grand Trunk Pacific Railway here with a Sir Thomas Shaughnessy or Charles M. Hays, what would happen? Political conditions being as in Canada, a great rush or an immense influx of people would follow. We have, however, no such conditions. Australia has built up perhaps the most perfect immigration system in the world. It may be that on account of its very perfectness its practical results are disappointing. The Britisher has no love for paternal government carried to excess, and because Australia offers him so much of this paternal government he prefers Canada, where his individual powers enjoy greater scope."

Like most general statements, this explanation of Australia's comparative lack of progress is undoubtedly partial and insufficient. The tendency of the Australian governments to crowd themselves into the industrial field may and probably does keep out new capital, but we doubt if it frightens away any immigrants of the ordinary class. Where government operation of industrial enterprise fails is in the matter of expansion, the discovery and utilization of new fields, the creation of new opportunities. The Australian railways, for instance, doubtless do the routine work of transportation efficiently. They meet what demands arise; but they create no new demands. Operated by a government or a commission they have not the same incentive as a company of energetic individual operators to whom the development of traffic means personal profit; so they fail to serve as a stimulus to immigration and to the general development of the country, partly, of course, by their apparent slackness in the business of publicity, but chiefly by reason of their failure to open up the land and encourage industries which would guarantee employment and livelihood to the immigrant after his arrival.

And nearer home than Australia is there similar ground for such a comparison as the West Australian makes between its country and Canada. That Canada which is far outstripping the Commonwealth in its growth and progress does not include the Maritime Provinces—the only section of the Dominion dependent upon a government operated railway, and the most backward section.

DETESTABLE POLITICS

While Conservative journals of the baser sort are continuing the slanderous political methods which failed so signally in the recent general election, not a few of the more reputable newspapers supporting that party give evidence of a radical change of heart, admitting not only the futility but the unfairness and indecency of such campaigning.

The Ottawa Citizen, for instance, the organ of Conservatism at the capital, is moved by a prominent British financier's protest against the personal abuse which occupies so large a place in Canadian political controversy, to characterize as "detestable" the tendency to impute wrong or sordid motives to public men. "In a small country, as regards population," says The Citizen, "we have a multitude of newspapers, scores being of the most elementary kind, yet a vast percentage of these along with, unfortunately, some of the better set-up, more prosperous and influential journals seem to be largely devoted to slinging mud at the prominent men of one or the other political parties. * * * It is hard to think that the people are divided into two shades of political belief by the conviction of each that the other is led by a band of political brigands actuated only by a desire to run the country on the rocks. Yet this is the sort of pabulum the hide-bound little party organs, plus some of the larger hide-bound ones, are continually serving up for the consumption of a more or less receptive clientelage in the form of insinuation, innuendo and all the other verbal disguises at command."

That there are dishonest men in both political parties is unquestionable; there are dishonest men on both sides of any church aisle. But to assert that political or personal honor is the dividing line between two parties so nearly equal in numerical strength as Liberals and Conservatives is absurd. The honesty of parliament as a whole is directly and necessarily representative of the honesty of the Canadian people as a whole. And the Speaker's chair does not separate the sheep from the goats in parliament any more than party names distinguish saints from sinners in the world outside. And the leaders of both sides must measure up to their party's ideals else they would not lead. So, in attempting to discredit opposing politicians, political papers and orators are really throwing mud at about half the people in Canada, and indirectly besmirching themselves. And that is, most unfortunately, the effect abroad, where men, reading these violent accusations against Canadian political leaders are led to the conclusion that either the accused are corrupt or the accusers viciously dishonest, and are apt to absorb, in the effort to place the blame, the impression that the whole body politic is rotten.

C.P.R. AND INTERCOLONIAL

The majority of Maritime people will learn with some astonishment that negotiations between the C. P. R. and the government for running rights over the Intercolonial ever went so far as to indicate the government's willingness to allow the company, upon any terms, to participate in its local traffic. True, the terms proposed by the government for this privilege were, in conjunction with its demands for through running rights, apparently too high for the company to consider favorably. But the fact that the government was willing to negotiate in this direction at all is disquieting.

If the C. P. R. desires the right to run its trains through to Halifax and is willing to pay a fair return for the privilege, it cannot reasonably be denied, since the government has already agreed to grant such rights to the Grand Trunk Pacific, and since the C. P. R. is compelled to stop its mail boats at Halifax. That is an ordinary proposition in the business of railroading. But for one road to share its local monopoly with a competitor is something new. To allow an aggressive, active company like the C. P. R. to compete with the Intercolonial for the best of its local traffic, to send out its agents to canvass business, to bribe the I. C. R.'s own men, to buy up the branch line feeders, would be practically the same as to lease the road, only worse. For an actual lease might be so framed as to safeguard rates and to force the operating company to develop the road and its territory in order to make a profit, while this running rights' plan would place the road in the absolute power of a company to whose plain advantage it would be to starve the government into such a position that it would be forced to surrender the whole property. Mr. Emmerson once declared that to allow the C. P. R. entrance as a competitor into the I. C. R.'s local territory would mean the absorption of the government railway within a year or so, and he was not far wrong.

WHAT IS MR BORDEN GOING TO DO ABOUT IT?

To attract attention from Mr. R. L. Borden's participation in that peculiarly despicable incident of the "absolute exclusion" telegram published in the Victoria Colonist, certain Conservative papers have been attacking Sir Wilfrid with the accusation that when he read the published version of that now notorious message in parliament he was aware that it was a forgery and that Mr. Borden was innocent of any connection with or knowledge of its publication. So particularly vicious have been some of these attacks, notably in the "Independent" Toronto News, edited by the Premier's one time biographer and eulogist, that Sir Wilfrid has broken, for the first time in thirty years, his rule of silence in the face of newspaper criticism, to give emphatic denial to the charge. When he called the attention of the house to that telegram, declaring the Conservative policy of "absolute exclusion of Asiatics" he did not know and had no means of knowing that Mr. Borden had not written it and authorized its publication. He has made that clear beyond doubting, even to those sufficiently blind to his honorable record to believe that he would be guilty of such petty trickery as has been imputed to him.

This red-herring issue disposed of, the questions remain: Who wrote that yellow telegram? and: Are Mr. Borden and the Conservative party content to profit by the forgery?

It will be remembered that what The Colonist published was a photo-engraved fac-simile of the following words in typewriting on a C. P. R. telegraph form:

"Halifax, N. S., Oct. 24, 1908.

"The Colonist,

"Victoria.

"Your message received. The Conservative party stands for a white Canada, the protection of white labor, and the absolute exclusion of Asiatics.

"R. L. BORDEN."

Mr. Borden when confronted with the telegram by the Prime Minister declared that the words "and the absolute exclusion of Asiatics," were not in the telegram which he sent to The Colonist. He said the garbled version had not been called to his attention until December and that he was having the matter investigated. It is now well on in February and he has not made public the result of his investigation, and though he has repudiated part of the telegram he has not repudiated the advantage which the forgery gave to his party in British Columbia. True, The Colonist itself has offered an alleged explanation of the affair, taking the whole blame upon itself; but its manner is too martyr-like to be convincing even to those who do not understand the methods of news handling. The Colonist asserts that the telegram was taken from the desk of its telegraph editor shortly after it was received and was read at a political meeting that evening where a reporter took its contents down in a note book. The original telegram was not returned, and, says The Colonist, "It was nearly midnight when the telegram was required, and about that time a transcription of the report from the notes mentioned was taken to the photo-engraving plant for the purpose of reproduction."

All this, accepted at its face value, obviously fails to explain where and by whom the "absolute exclusion" clause was inserted, if it was not in the original telegram. Certainly the addition took place before the message was read by the Conservative candidate at the meeting that night. He himself admits that he read it as published and as handed to him. The Colonist's report of the meeting says: "The audience was very much in earnest, and when Mr. Barnard read Mr. Borden's telegram stating that the Conservative party stood for the absolute exclusion of Asiatics the roar of applause that went up could be heard on Government street. The whole of that vast audience rose to its feet and shouted and cheered, and it was several minutes before the proceedings could be resumed." Its headlines over the report read: "Cheers For Borden's Wire. Clear-Cut Pledge to Exclude Asiatics Evokes Tremendous Ovation." Its leading editorial directed attention to "the telegram from Mr. Borden reproduced in fac-simile on page two this morning." So that it must be clear that if any change was made in the telegram, that change must have taken place between the time of its arrival on the Colonist's desk and its public announcement to an enthusiastic audience by Mr. Barnard, the Conservative candidate. The Colonist accepts blame for publishing the message which Mr. Borden says is garbled, but does not admit guilt of the forgery. Then who is guilty? And what is Mr. Borden doing for his punishment? And is he going to permit his follower to hold his stolen seat?

As the Vancouver Sunset, an independent Conservative journal, admits, this "is about the dirtiest mess in Canadian journalism". Accepting Mr. Borden's repudiation of the telegram as published; accepting The Colonist's astounding admission regarding the fake fac-simile, the facts remain that this forgery unquestionably won Victoria for the Conservatives; that the candidate thus elected is holding on to his seat; that Mr. Borden, knowing the circumstances, remained silent until confronted with them in parliament, and that, though the affair has become a public scandal he has made no public effort to unravel or remedy it. And even Conservative papers, like The Sunset, are asking, "Now what is Mr. Barnard going to do about it? Is he going to retain the seat won by such a despicable trick? He says he is an honorable man and wants to stand as such before the members of both sides of the House. How can he do so when he holds his seat as the fruit of one of the dirtiest campaign tricks ever worked in Canada?"

A PRUDENT PRECAUTION

An order in council tabled in the House of Commons yesterday with reference to the recent and much discussed new issue of C. P. R. stock, affords another notable instance of the government's care for the public interests. It is a matter of common knowledge that one of the conditions under which the C. P. R. was built was its exemption from taxation or from parliamentary control of its rates until its earnings on its capital stock reached 10 per cent. Upon this much complaint has been based with regard to the recent capital increase of $50,000,000, the quite natural fear being that this issue would place far in the distance the day of 10 per cent. It now appears, however, that in authorizing this issue the government was careful to insist that this new stock cannot serve the purpose of thinning out dividends with the idea of keeping the rate down. The capital upon which earnings are calculated is confined to the money actually expended in the construction of the railway, and as soon as the road's income is sufficient to pay over 10 per cent. on this amount, parliament may immediately exercise its power to scale down the transportation charges. Evidently Mr. Graham keeps his eyes open in his negotiations with these railway corporations.

NEW BRUNSWICK IN ENGLAND

In a letter published elsewhere Mr. C. A. Duff-Miller defends himself with excusable warmth against the imputation of lethargy and inefficiency in the execution of his duty as Agent-General for New Brunswick in London. Those from this province who have visited London testify heartily to the activity of Mr. Duff-Miller in New Brunswick's interest and will agree with him that if results have not been greater it is due, as he intimates, rather to the lack of "genuine and whole-hearted government support" than to any short-coming on his part. While other provinces maintain expensive offices in London in charge of high-salaried officials New Brunswick has been content to purchase part of Mr. Duff-Miller's time with a pittance of $2,000, lately reduced to $1,000, not sufficient to pay his office rent. If there is ground for complaint regarding the results of this effort to assist immigration it lies nearer Fredericton than London.

OUR REPRESENTATIVE

During the excitement of the recent federal elections there were not a few citizens of St. John who opposed the return of the Hon. William Pugsley as the city's representative at Ottawa. That opposition was perfectly natural and added some zest to a campaign that would otherwise have lacked local interest. But now that Dr. Pugsley occupies his place in the House and his position in the government there will be few men who will be disposed to question the wisdom of the selection.

There are other men who believe in the future of St. John; but there are few men who are prepared to make that belief a central dogma of their political creed and there is no other man who could begin to exercise the influence in Ottawa which Dr. Pugsley possesses.

It is deeply significant that Dr. Pugsley has been able, in a year of rigidly economical expenditures, to secure for the harbor of St. John the appropriation of nearly half a million dollars. It means that the city's representative has been able to convince his colleagues of the Administration that the development of the port of St. John is a matter of vital importance to the whole Dominion. It means that Saint John harbor is now recognized as an essential feature of the transportation facilities of the country, and that as such the object of national consideration and development. It is apparent that this year's grant means far more than the sum "apportioned. It is an emphatic way of stating a principle and the admission of that principle has been the demand of St. John for a good many years. Dr. Pugsley has done much in securing a large grant for harbor improvements. It will appear eventually that he has done much more by establishing the principle that the development of the harbor of St. John is a work of national importance and hence properly a Government task.

If Dr. Pugsley has done more for St. John than any previous representative, it is because he has dared more. He has to a very large extent staked his political future upon St. John. He need not have done so. As a cabinet minister with the administrative ability possessed by the Minister of Public Works need not be over-solicitous for the welfare of one constituency. But if events do not justify Dr. Pugsley's faith in the national importance of the port of St. John it will be difficult for him to justify his demand for the national recognition implied in the large grant of this year.

Decidedly, we have the right man in the right place. In a very real sense he represents the city of St. John.

"AN INDEPENDENT JOURNAL"

Some few years ago The News of Toronto boldly announced a determination to depart from the wayward ways of newspapers in general and to walk henceforth in the strait and narrow path of judicial impartiality and absolute and disinterested truthfulness. It confidently advertised itself as something different, a thing apart. The fact was, it did not need to be as other newspapers too apparently were. In the spirit of an ancient but unforgotten cult it openly despised others less fortunately situated, and in fact, frequently and pointedly indicated the special objects of its derision.

The original announcement of regenerated intentions still adorns the editorial page of that journal. It reads as follows: "An independent journal, devoted to politics, education, literature, the presentation of current news and the diffusion of useful information." The consciousness of superiority is indicated by the fact that the words, "an independent journal," appear in conspicuous capitals. This original announcement of the rare privilege of perfect journalistic independence has been the one constant feature throughout all the years of this highly interesting and instructive experiment. The announcement still stands in the same bold type, but very evidently something serious has befallen the rare privilege.

In a recent issue, for instance, there is a discussion of the "progressiveness" of the Laurier administration. Now, very evidently that is a matter about which men would be expected to hold widely divergent opinions. The boastfully independent man could scarcely afford to heartily approve of anything. An independent journal could not maintain its reputation for peculiarity did it not find some cause for the disapproval of everything.

But The News does not deny that there has been progress. It, in fact, makes that affirmation specifically. "The government has reformed the inside civil service and has granted the officials an increase in salary." The Railway Commission has been given enlarged powers and has been increased in number and effectivensss. The problem of the Intercolonial has been squarely faced and the question of the free delivery of mail in the rural districts has been considered. The News admits that these are but a few of the "progressive" things that have been done. But this independent journal has curious and highly interesting explanation for that "progressiveness." The fact is, Mr. R. L. Borden has held the whip, he has been able to overcome the reluctance of the Laurier administration, he has been the real cause of the admitted "progressiveness."

That, as everyone knows, is the weakest and cheapest kind of political claptrap. The journal printing such stuff while it continues to style itself "independent" commits an offense with a very ugly name. A newspaper may from a great variety of causes lose the rare privilege of perfect journalistic independence, but the loss of independence, from whatever reason, does not necessitate the practice of an offensive hypocrisy. The party paper may not be the highest ideal of journalism, but it, at least has this decided advantage, that it makes no attempt to deceive the people by false pretensions.

RUSSIA'S PROPOSITION

The deadlock over the amount of money to be paid by Bulgaria to Turkey, because of the former's declaration of independence, is regarded as practically broken by the acceptance of a plan proposed by Russia. This suggestion provides a scheme whereby Bulgaria may gracefully retire from the dilemma, and by which the war cloud, which has so disturbed Southeastern Europe, may be dissipated.

It will be remembered that the Turkish government refused to accept less than $24,000,000 compensation, while Bulgaria declined to pay ore than $16,400,000. As the Bulgarian treasury contains little more than sweepings, it would be impossible to raise even the smaller amount without arranging a foreign loan.

Russia now offers to make this loan, not in direct payment, but through the remission of an indemnity, annually collected. Under the Berlin treaty there was imposed upon Turkey a war indemnity, payable to Russia, amounting to $1,600,000 annually for one hundred years. These payments, which began in 1878, bear no interest. Russia now offers to remit instalments of this indemnity until the Turkish claim of $24,000,000 against Bulgaria is fully satisfied. On the other hand, Russia will accept from Bulgaria annual payments aggregating $16,400,000 with interest. As the Turkish indemnity does not bear interest the return to Russia for the remission of the indemnity, will thus be practically the same as the amount remitted.

Under this plan, to which Bulgaria has given assent, and which Turkey is considering, international control of Bulgaria's finances will be necessary, but this will prove fortunate, as the new kingdom is in a rather unsatisfactory condition. Turkey has insisted on cash payments because she is in urgent need of funds, but this difficulty will be overcome by Austria's decision to pay at once the whole of the $11,000,000, agreed upon for the annexation of Bosnia and Herzegovnia. Final settlement has not actually been reached, but the outlook is more promising than it has been for some months even though Austria and Germany advise against the proposed settlement.

GOW GANDA

A new treasure house has been discovered in the Canadian North which promises to rival Cobalt in the richness of its silver fields. Gow Ganda is the name given to this district, which has been under exploitation for the past year or so, but which is only now beginning to attract attention. So quietly has the prospecting been carried on that it comes as a surprise to many people to learn that in this new field upwards of 6,000 claims have already been staked out and that some 7,000 persons are living in the various camps.

Find Cobalt on the map and draw a straight line from it to Fort William. Such a line passes through Gow Ganda, which is situated about sixty miles west of Charlton, the terminal of one of the T. & N. O. branches, twenty-five miles from Cobalt and sixty-five miles from Elk city. It is contended by metallurgists that silver will be found all through this northern country, and that New Ontario, so called, will in a few years be looked upon as the richest section of all Canada. Certainly the development of Cobalt has been such as to strengthen this impression.

Like all mining camps, Gow Ganda is now undergoing the regular process of development. It is in the prospecting stage and the boom era is about to commence. Today there are a great many men enduring all kinds of suffering and inconvenience in order that they may hold their claims to reap the fruits later on. Many are living in tents during this severe winter weather, while others, it is reported, being unable to find shelter, are sleeping on the snow, wrapped only in blankets. Yet the knowledge that silver is there, and in large quantities, enables these prospectors and pioneers to endure all this.

Already several of the earliest arrivals have turned over their claims at high prices, but undoubtedly values will advance very rapidly during the next few months. The Canadian Pacific and the Canadian Northern are now considering the advisability of extending their lines to Gow Gonda, and United States capitalists, who are always on the lookout for such chances, as here exist, have many men prospecting for them in the surrounding district.

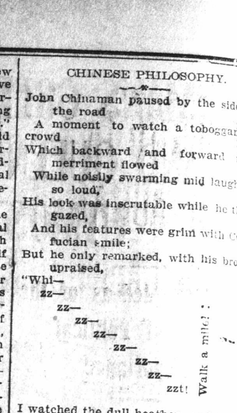
GOVERNOR MURDERED; PALACE DESTROYED

TEHERAN, Feb. 9.—A serious uprising has broken out at Resht, capital of the province of Ghilan. The governor, Serdar Afkhan, and several other administration officials have been murdered by revolutionists, who burned the governor's palace and the post and telegraph offices adjoining.

A panic prevails in the city and all the bazaars have been closed. The governor's troops have taken refuge in the Russian consulate. The outbreak presumably is connected with the Nationalist movement.

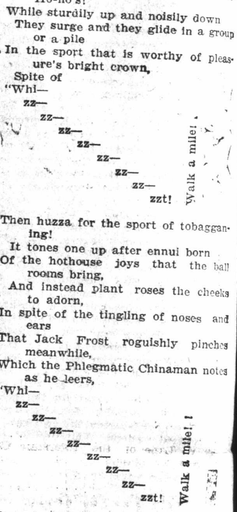
CHINESE PHILOSOPHY.

John Chinaman paused by the side of the road
A moment to watch a tobogganing crowd
Which backward and forward and merriment flowed
While noisily swarming mid laughter so loud,
His look was inscrutable while he thus gazed,
And his features were grim with Confucian smile;
But he only remarked, with his brows upraised,
"Whi—



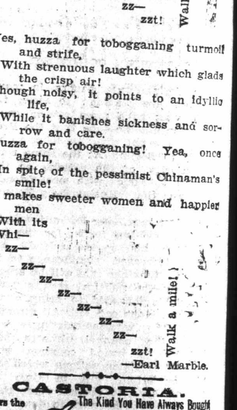
I watched the dull heathen, and laughed to myself,
As I thought of his humorous comment so trite,
And wondered if Briton or Scotsman or Guelph
Would smile at the humor so grim but so bright;
And though for a moment I felt like a boy
Who would like, the grim pagan "to free from all guile,"
To roll in a snow bank I chuckled in joy
At

"Whi—



Amid the wild tumult of whoops and huzzas,
As the tide of humanity ebbs and flows,
We hear the soprano's clarion "Ha-ha's!"
And the buss's and baritone's merry Ho-ho's!"
While sturdily up and noisily down
They surge and they glide in a group or a pile
In the sport that is worthy of pleasure's bright crown,
Spite of

"Whi—



Then huzza for the sport of tobagganing!
It tones one up after ennui born
Of the hothouse joys that the ball rooms bring,
And instead plant roses the cheeks to adorn,
In spite of the tingling of noses and ears
That Jack Frost roguishly pinches meanwhile,
Which the Phlegmatic Chinaman notes as he leers,
"Whi—

Yes, huzza for tobogganing turmoil and strife,
With strenuous laughter which glads the crisp air!
Though noisy, it points to an idyllic life,
While it banishes sickness and sorrow and care.
Huzza for tobogganing! Yea, once again,
In spite of the pessimist Chinaman's smile!
It makes sweeter women and happier men
With its

"Whi—

—Earl Marble.

CASTORIA.
Bears the Signature of Chas. H. Fletcher
The Kind You Have Always Bought

FOUR MINERS SMOTHERED

POTTSVILLE, Pa., Feb. 9.—Four men were smothered today by a rush of culm at the St. Nicholas washery of the Philadelphia and Reading Coal and Iron Company. They were digging at the bottom of the bank when the rush occurred.

MONTREAL, Feb. 9.—The Governor General and Lady Grey arrived in the city today to attend the winter carnival.

—More Apples
—More Peaches
more fruit of every kind when you spray the trees with
V1 FLUID
The Winter Spray
Kills the spores of Fungi—destroys Plant Pests—removes loose Bark—keeps Trees in bright healthy condition—invigorates the growth—produces more and better fruit. Quite harmless to vegetables. Sheep and hogs may feed under sprayed trees without fear of injury. One gallon of V 1 Fluid makes 100 gallons of spray mixture.
SENT FREE
"The Eradication of Plant Pests" sent free if you tell us how many trees or plants you have and mention this paper.
For sale by druggists and dealers generally or direct from
WM. COOPER & NEPHEWS
TORONTO. 74

TRIES TO TAME THE AGITATORS IN CALIFORNIA

Teddy Telegraphs Speaker

WHAT HE WANTS

Only Five Senators Yesterday Favored Anti-Japanese Agitation

SACRAMENTO, Cal., Feb. 8.— Only five senators favored agitation of the anti-Japanese question when the matter was called up today by Senator Marc Anthony of San Francisco. The senate decided to defer until next Thursday, its action upon the report of the committee on executive communications which advises against legislation aimed at the Japanese.

Senator J. B. Sanford introduced a general resolution asking congress to exclude Japanese in the provisions of the Geary exclusion act.

Senator Anthony's bill providing for submission to the voters at next state elections of the question of prohibiting Asiatic immigration was favorably reported today.

WASHINGTON, D. C., Feb. 8.—"The policy of the administration is to combine the maximum of efficiency in achieving the real object which the people of the Pacific slope have at heart, with the minimum of friction and trouble, while the misguided men who advocate such action as this against which I protest are following a policy which combines the very minimum of efficiency with the maximum of insult and which, while totally failing to achieve any real results for good, yet might accomplish an infinity of harm."

In this language President Roosevelt, in a long telegram today to Speaker P. A. Stanton of the California assembly, set forth the government's view of the anti-Japanese school legislation now before that body.

The president said that the bill gives just and grave cause for irritation and that the government would be obliged immediately to take action in the federal courts to test such legislation, because it is held to be clearly a violation of the treaty obligation of the United States. The telegram to Speaker Stanton was sent only after a conference with Senator Flint and Representative Kahn of California and F. K. Lane of the Interstate Commerce Commission.

TORIES DECIDE NOT TO OPPOSE MR. TEMPLEMAN

VICTORIA, B. C., Feb. 8.—Hon. Mr. Templeman was today elected by acclamation for Comox-Atlin. This had been anticipated for several days by those in a position to know, although the more hot headed of the Conservatives wanted a fight. A very steady effect on the situation was the attitude of the Conservative papers like the News Advertiser and Province of Vancouver, which both deprecated opposition to the minister as not only likely to be futile but as illogical, and in the event of its being successful, very bad business for British Columbia.

The heads of Conservative organization took similar views. Templeman and Sloan had covered the southern portion of the riding and went north to complete the campaign there, and judging from the feeling throughout the riding Manson's chances were desperate. The exposure of the forged telegram by which means Templeman's defeat in Victoria was brought about, also created a revulsion of feeling which would have been a strong factor in Templeman's favor had a fight been carried through.

Templeman will come south on the first boat and will proceed direct to Ottawa to resume his duty.

SUFFERED 5 YEARS WITH RHEUMATISM
Unable to Work for a Year—Cured by Gin Pills.
I have been troubled with Rheumatism for 5 years, one of which I have been unable to do any work whatever. Have spent much money on other remedies until I purchased from my druggist, L. T. Best, Kingston, one box of Gin Pills on his recommendation. The result was beyond my expectations. The first box banished all traces of Rheumatism. I now keep Gin Pills in the house and take one occasionally. My sincere thanks are due you for your wonderful remedy which has done so much for me.
GEO. VANDEWATER, Kingston, Ont.
Friendly letters like the above, reach us every day. No other remedy has ever had so many unsolicited testimonials in so short a time. There can be no question about it—Gin Pills do cure the Kidneys. 50c. a box—6 for $2.50. At dealers or direct. Sample box—so you can test them—sent free if you mention this paper.
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