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NEWFOUNDLAND IS A PROSPEROUS COLONY

Premier Says Past Year Has Been Best that Has Ever Been Experienced

Interviewed recently during his visit to Montreal Sir Edward Morris, premier of Newfoundland, had much to say of the progress of the colony.

"The past year," he said, "has been the best in the history of Newfoundland, in all respects. The various industries pursued by the people have given highly satisfactory results and the revenue has improved phenomenally. The price of our staple product, codfish, of which we expect about 1,500,000 quintals (112 pounds), each year, averaged at least $1.00 per quintal more than the previous year, all of which amount went into the pockets of the fishermen.

"The revenue made a most amazing uplift. It increased by 450,000, being about one-seventh of an increase over the previous year's figures. Each month now shows an increase far beyond expectations, and when the present fiscal year ends in June, the surplus estimated by the Finance Minister in his Budget speech delivered on the 5th of March, of $250,000 will probably have reached $350,000 at least.

"An idea of the progress of Newfoundland in recent years may be gained by the fact that in the past ten years the revenue has grown from $1,500,000 to about $3,300,000 for the current fiscal year, or 120 pe rcent. for that period; and this notwithstanding the reductions in taxation which amounted to $270,000 a year which have been effected. Moreover, surpluses of revenue totalling $1,200,000 have been realized in the same period or an average of $120,000 a year, and a half a million dollars has been put aside in cash as a reserve fund.

"During the same decade our imports have increased from 5 1-2 million dollars to over 13 millions, and our exports in a somewhat better proportion, so that comparing the imports with the exports the latter have increased nearly two million dollars in the total, or the balance of trade in favor of the colony has averaged $200,000 a year for all of that period.

"You are extending your railway system in Newfoundland, are you not?"

"Yes. The prosperity of the country is due in a very large measure to the railway policy inaugurated by Sir William Whitney twenty years ago, which has been the means of developing and opening up our latent natural resources, and we believe that an extention of this railway policy will bring the same fruits in its train. Accordingly we have decided to construct five branch lines touching largely populated and highly prosperous sections of the country that at present do not enjoy the advantages of railway communication.

Railway Policy.

This railway policy will involve the expenditure of about $4,000,000 altogether, the interest on which, at 3 1-2 per cent. will amount to $140,000 a year. As an illustration of how favorable the railway contractors view the establishment of these branches, it is only necessary to say that they are undertaking the operation of these branches for forty years for four thousand acres of land per mile of track, asking no cash subsidy."

"What is the traffic by your railways?"

"The traffic of the railway is that which the business of the country calls for and it is increasing in a remarkable degree. Not alone is the internal traffic increasing, but imports now say that it is as convenient and as cheap to import flour, provisions and all other goods direct from Canada and the United States by rail, as formerly it was to import by rail and steamer to St. John's, as on arrival there the bulk had to be broken and shipments made to their destinations by the agency of either steamers, schooners or rail.

Now the goods come to North Sydney by the Intercolonial, and there the Reid system takes care of them. Its fleet of eight steamers touches all ports of the Newfoundland coast, and its trains reach all of the interior. The two are worked as one, and a simple parcel or a carload of goods can be landed at any man's door all over the island.

"The service is most efficient and satisfactory. All through the present winter the steamers and trains have been run on summer schedule. We have a daily train right across Newfoundland and tri-weekly mails from Canada and the United States without a break, and for the past three or four months special trains have been operating daily on the line, carrying pulp and paper from the Harmsworth mills at Grand Falls for shipment to England."

"Why don't you run a daily service?"

"The government has taken that matter up within the last few months with the contractors, the Reid Newfoundland Company, who operate the road. We have at present a daily internal service, but we think the time has come when the colony should have a daily connection with the continent, and it would be well worth the consideration of the Canadian government, from a business standpoint, to contribute handsomely to the establishment of such a service.

"At present Newfoundland pays practically the whole cost of the maintenance of this service which goes to the door of Canada. Canada is seeking new outlets for her trade. American competition with Canada is very keen in Newfoundland. As a result very largely of the establishment of this Reid Railway connection with Canada at North Sydney, Canadian trade has increased the past 12 years from $2,000,000 to $5,000,000, and in view of the great and growing prosperity of Newfoundland, its market is bound to be much more important to Canada in the future than it has been in the past. Therefore, I think it would pay Canada well to bear part of the cost of maintaining a daily steamship service between Newfoundland and Canada, with the North Sydney terminus."

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RAPIDLY DEVELOPING INTO AN AGE OF 'LESS

The Stage to Which Inventors and Reformers Are Bringing the World

(Montreal Star.)

Now-a-days it is the fashion to boast of the present age as the age par excellence of wonderful productions. A reaction is setting in; and the next generation may find its glory in the number of things hitherto regarded as indispensable, which it will have learned to do without. The spineless cactus, the seedless orange, the stoneless plum, the wireless telegraph, the horseless carriage, not to mention such things as tasteless cod liver oil and boneless turkey are the harbingers of an age which will chiefly be remarkable as the time for the disappearing of many old standbys. The scientists tell us that man himself will evolve into a hairless, toothless animal. He will not be much to look at, according to our present standards of beauty (too much like a turnip lantern), but look at the advantages he will enjoy. No hair means no barber for the man; no hatpins for the woman. No teeth means no teething and no more painless dentistry. Besides, if the present movement for dietary reform succeeds, teeth will have already survived their usefulness. What will be the use of teeth to the man who has learned to live exclusively on sour milk, or, more appropriate still, asses' milk? Man will go through the world and out of it pretty much as he came into it; sans hair, sans teeth, sans everything. It is some years since the Mayor of Norwich very properly fined a man for making the treasonable and libellous declaration that the then Prince of Wales was born without a shirt. But how the world has advanced since then! A decade or two ago Sockless Jerry Simpson alone among statesmen had the courage of his convictions upon the issue which was his great claim to fame. Today some of the best known names in the world are those of ladies and gentlemen who have achieved distinction by the simple process of discarding stockings, socks and other things. In the wars of the future, beardless boys and beardless men will seek the bubble reputation at the cannon's mouth, which will be all the more deadly because it will use smokeless and noiseless powder. We have not achieved railless railways, but we have reduced the number of rails from two to one, which is a long step in that direction; and even in Canada, there has recently been talk of building railways without subsidies, which used to be regarded as far more essential to railways than rails. Most of the fox-hunting on this continent is now done without disturbing the foxes. What will be the next step? Who can tell? Perhaps noiseless orchestras, to facilitate conversation and digestion in hotel dining rooms. But stay! Will there be any dining rooms? We are getting back to nature at a rapid rate. Somehow the idea of a vegetarian banquet in a Scott act town does not suggest musical accompaniment. Especially, will this be the case if we are forbidden to eat asparagus, celery, potatoes, turnips, carrots, and a few other vegetables. If all the reformers have all their way, we shall be limited to kernelless nuts without any shells which Mr. Burbank will invent or discover for us, and, like our arboreal ancestors we shall probably prefer to enjoy them in the tree tops. This makes the question of forest conservation a real live issue. The tree-less forest must be prevented at any cost and the woodman who will not spare the tree should be sent to the bottomless pit.

Of course, there may be another solution to the puzzle of life. Before the comet comes back twice the race itself will be extinct—through heart failure in the sentimental sense. There were hopeless attachments long before the first bailiff made his return that he found nothing to seize. Loveless marriages and childless families may leave both the forests and the ruined cities to the owls and the bats who in some respects are wiser than some races that see better by daylight.

READ THE ALBERTAN "WANTS."

YOUNG AVIATOR TOOK ONE TRIP TOO MANY

Fatal Termination to an Aviation Meeting in France Yesterday.

Lyons, May 14.—Chauvette Michelin, a young Frenchman, met a tragic death here today, while competing in the races of an aviation meeting. Shortly after leaving the ground in an Antoinette monoplane, Michelin seemed to lose control of the machine, which bumped into a telephone booth, and then knocked over a derrick, which struck the aviator, fracturing his skull. When the spectators saw what had happened, they wrecked the barriers which were built to keep the crowds from the aviation field and rushed to the spot where the monoplane was lying. Michelin was still in the seat of the machine. He was quickly taken to a hospital, where his skull was trepanned. He died shortly after the operation. Michelin was only 23 years old.

To an assistant who wished him good luck as his machine rose, the young aviator said:

"No more aviation for me after this meeting. I have had enough."

WHICH WILL ATTRACT THE LARGEST CROWD?

New York, May 14.—The proposed evangelistic crusade to offset what members of the clergy style the brutalizing influence of the Jeffries-Johnson fight, is taking form. Two New York preachers have accepted invitations to go to San Francisco and hold revival meetings as counter-attractions to the big fight. They are the Rev. John Emsley Hill, one of the originators of the crusade, and the Rev. John Callahan. Callahan is a mission worker. The Rev. Wm. A. Sunday of Chicago, best known as "Billy" Sunday, the baseball evangelist, will also go to San Francisco to aid in the work, it was said here. The evangelists will begin their work several days before the fight. New York business men who are opposed to the contest have subscribed funds to pay the necessary preachers' expenses.

SEVERAL HUNDRED WILD HORSES TO BE ROUNDED UP

Many Strayed Animals that Have Become Wild Near Sounding Lake

Lethbridge, May 14.—M. V. Galliher, the Dominion Department of Agriculture's veterinary surgeon here, left last night to attend a round-up of a number of wild horses running in the country north of the Red Deer river, in the direction of Sounding Lake. The Messingale outfit have the contract with the Department of Agriculture for the gathering in of all the wild horses in that country. All the horses that are captured will be examined for disease and any sound ones will probably be sold. The round-up will last about two months.

Several attempts in the past have been made by private parties to run down some of these horses, but usually without any success. The opinion of stockmen is that more horse flesh is killed running them down than any horses than can be captured are worth. The bands are composed of horses and the descendants of horses that have strayed south and east from Edmonton and the older settled districts along the C. & E. railroad from Edmonton to Calgary, and have run so long without being rounded up that they are now practically wild. There are said to be between two and three hundred of these horses running in the country to be covered by the round-up. Many of these horses are of those taken to go to the Yukon by the Edmonton route in the rush of 1896.

Queen Mother Will Attend Funeral

London, May 14.—Altogether, thirty-two countries will be represented in the royal funeral, including eight kings and emperors, four ruling princes and eight queens.

Amongst the mourners who will participate in the procession both on Tuesday to Westminster Hall, and on Friday to Paddington station will be the queen mother and Princess Victoria.

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DON'T BE AFRAID OF NOT FINDING THE LAND. THERE ARE TWENTY MILLIONS OF ACRES OF THE FINEST LAND UNDER THE SUN IN THE PEACE RIVER AND GRAND PRAIRIE DISTRICTS, WHERE TOMATOES RIPEN IN AUGUST, AND WHERE SUMMER FROSTS ARE UNKNOWN. PARTIES LEAVE EDMONTON EVERY WEEK UNDER COMPETENT GUIDES FOR THAT DISTRICT.

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