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SAINT JOHN, MONDAY MORNING, NOVEMBER 7, 1910

DRUMMOND-ARTHABASKA.

In the hope of distracting attention from the defeat which Sir Wilfrid Laurier sustained in Drummond-Arthabaska, the Times is seeking to involve Mr. Borden and the Conservative party in the fight. It regards the result as a defeat for all friends of British connection, and reasons that if Mr. Borden is in favor of British connection, then this is a defeat for Mr. Borden. "Sir Wilfrid Laurier," adds the Times, "stands for Canadian unity and British connection."

The issue in this bye-election was the government's naval programme. Mr. Perrault, the Laurier candidate, not only declared his adherence to it, but went further and distinctly stated that its adoption was a step towards separation. We leave it for the Times to reconcile its contention that the election turned on the question of British connection with the Laurier candidate's advocacy of a policy which, he declared, would ultimately lead to independence. Sir Wilfrid Laurier's separatist principles are well known, and speaking as he did Mr. Perrault was only following in the footsteps of his leader.

The insurgent Liberals, led by Mr. Bourassa, declared emphatically against the navy bill. To quote Mr. Bourassa after the election:—"I am just as loyal to the British Crown as ever, and those who state this battle have been anti-British do not know what they are talking about. We have today done a great work. We have taught Sir Wilfrid Laurier that he is not omnipotent, and that he cannot plunge 'Canada into the responsibilities of supporting a navy without first consulting the people.'"

Mr. Borden has clearly defined his position upon the naval policy. He stands for material assistance to the Mother Country, and the Empire. Why should Mr. Borden take sides between warring factions of the Liberal party? If Bourassa and his friends stand for no navy at all, they are merely occupying the ground that Laurier himself occupied, until forced from this position by fear of British sentiment in the other provinces.

The satisfaction which the Conservative party derives from this election lies not in the success of an insurgent Liberal, but in the outstanding fact that the hold of Laurierism on Quebec is broken. The result shows that the regime of graft, deals, dishonesty in public life, and wasteful expenditures of public money, is nearing its end. The Liberal government confident of a Quebec solid for Laurier could devise schemes for feathering the nests of its supporters with impunity. Henceforth Quebec as a unit for Laurier no longer exists. The blow in his own province is the forerunner of his party's defeat.

"It was in Drummond and Arthabaska," says the Toronto News, in commenting on the result of the election, "that Sir Wilfrid Laurier sustained the only personal defeat he has ever experienced. That defeat was the death blow of the Mackenzie administration. The defeat which his candidate has just met in the same constituency may have equal significance for his own government. There is no doubt that thousands of Conservatives have felt he could not be beaten while he maintained his ascendancy in Quebec. That conviction influenced a multitude of electors all over the country who hesitate to separate themselves from politicians in office. With his ascendancy in Quebec threatened there will be a loosening of allegiance elsewhere."

"The Conservatives of the English Provinces have no responsibility for the Nationalist movement and cannot profit through an alliance with Mr. Bourassa. They are bound to be loyal to their traditions and principles. They will not go over to a government which they believe has been too long in office because of any action of the Nationalists, nor abandon their own definite convictions because an exceptional situation has developed in Quebec. All was done that could be done to reconcile Mr. Monk to the course of the opposition, and it has neither inspired Mr. Bourassa nor countenanced his revolutionary programme."

"It is to be assumed that the opposition will adhere to its national policy, neither in enmity nor in submission to Quebec, seeking support from every province and from every element of the population, aiding no movement which goes toward separation or independence, and holding to the great ideal of the founders of the party, a united Canada within a united Empire, a common sharer in the Imperial patrimony and in Imperial responsibilities."

THE MISPEC PULP MILL.

The Common Council will today consider a recommendation to lease the Mispec Pulp Mill, or rather to sell the property, for the option of purchase is a contingent factor. There are one or two points in connection with this property which should be given careful consideration before any steps are taken which cannot afterwards be recalled.

From time to time the possibility of developing the water powers adjacent to this city has been the subject of discussion by the Board of Trade, and in the council, and, although nothing of a practical nature has so far been accomplished, it is fair to assume that some day these latent powers will be turned to a commercial use.

Among the streams which are considered to have great possibilities in this direction is the Mispec. The power will naturally be developed at the lowest point, or, approximately, on the site now occupied by the mill. The mill stands at the bottom of a flume

and derives its power from this source. If the city sells this property, even if it gives no guarantee that the mill shall be supplied with water, it deprives itself also for all time of the opportunity of developing whatever water power there may be to the fullest advantage.

While it has never been definitely ascertained what power can be developed at Mispec, there are experts who say that there is sufficient to operate a street railway from Mispec to the city, and supply electric light to the houses en route. Developments in Courtenay Bay will have a tendency to increase the number of residences along this road, at all events for the first few miles. It is not a matter for the immediate future, but it is just as well to remember that in the possession of this mill-site, the city holds the key to any future developments along the lines indicated.

The price paid for the property, some years ago, was \$115,000, the amount offered for it today under the lease is \$30,000. The offer hardly seems enough. The inducement to sell does not appear sufficient to warrant a dead loss on the transaction of \$85,000. There is always the possibility of the development of the water power—in itself a valuable asset—or of some concern being willing to give a sum which more nearly approaches the value of the property. Against these considerations the loss in interest, in the meantime, is of minor importance.

THE GOVERNMENT RAILWAYS.

Commenting on the statement for the year ending with March 31 last, of the operation of the Intercolonial Railway, which has just been issued, the Montreal Gazette gives an instructive and critical review of conditions on the government road. It notes an improvement in which it sees a promise of better things when business rules are more firmly established in connection with the management of a business property.

After referring to the Intercolonial being put under the direction of a managing board of officials, in April 1909, in the hope that it might be lifted out of the slough of political control, the Gazette proceeds:—"What this political control meant was shown with startling effect in the year 1904-5 when the earnings reported were \$6,783,522, and the operating and maintenance expenses were \$8,508,826. In other words it cost \$1.25 in working outlay to earn \$1 in revenue. There were some who spoke of the situation thus indicated as if it was a triumph of statecraft applied to business. Their voices failed, however, in face of the feeling that others besides the local politicians were concerned in the enterprise, and that the country should not be called on to pay for carrying the freight and passengers as well as for the construction of the railway. The managing board was the outcome of the situation thus created. In judging of its work it is right that the political as well as the physical and commercial conditions should be remembered. The board had to combat the local influence of the men with pulls as well as manage the traffic and care for the road generally. It may, on the record of the past year, be given credit for having made a beginning."

"The Intercolonial Railway has a length of 1,447 miles. By arrangement with the Grand Trunk it has a terminal at Montreal, the chief traffic producing centre of Canada. It traverses some of the best rural districts of the province of Quebec, and has almost a monopoly of the traffic of the gulf countries of this province, of the best sections of New Brunswick, and is the only line that serves the great industrial centres that have been lately created in Nova Scotia. Indeed, it may be said of it that, except the main line of the Grand Trunk from Montreal to the Detroit frontier of Ontario, no road in Canada of equal length traverses a better country from the traffic managers' point of view."

"The road in construction and equipment is of high character. Its capital cost to March 31 last was \$92,273,073, or nearly \$65,000 a mile. Of this sum \$1,278,409 was laid out last year, on various works for the improvement of the property so as to fit it for doing the business that comes to it. The ownership of the road by the country therefore, involves an annual interest charge, even at the low rate of 3 per cent., of over two and three-quarter million dollars. Towards meeting this last year there were net earnings reported of \$623,164. This is good, by comparison. It would be disastrous on any privately owned road. It is to be welcomed, however, as a promise of better things when business rules are more firmly established in connection with the management of a business property."

"The record for the year shows:—
Gross earnings \$9,268,234
Working expenses \$8,645,070

Net earnings \$623,164
"It took 93 per cent. of the earnings to pay the operating expenses. On the Canadian Pacific the ratio is under 65 per cent. On the Grand Trunk it is less than 76 per cent. There is yet much to do before the Canadian government railway will be a thing of which the people can be proud. The details of the annual statement are an answer to some of the criticisms to which the board has been subjected. The road in 1909-10 carried 353,000 tons more of revenue producing freight and 215,000 more passengers than in 1908-9. It earned \$741,165 more and the working expenses were reduced. The railroad is reported by the engineer to have been maintained in good condition. A movement has been made away from conditions so bad that people outside of the country would not believe they existed."

"The other government railway, that on Prince Edward Island, remains a freak among transportation enterprises. It is 267½ miles long, and has cost for construction on capital account \$8,465,364, of which \$206,296 was spent last year on improvements. The gross earnings in the year 1909-10 were \$319,074. The working expenses were \$427,237. There was a deficit in operating account, to be made good out of the national treasury, of \$108,208. On the Prince Edward Island Railway it costs \$1.30 in operating charges to earn \$1 in traffic receipts. It stands without a peer as a sample of what follows the application of politicians' ideas to the construction and operation of a transportation enterprise."

Current Comment

(Windsor Record.)

The burning of the leaves is not only a violation of the by-law, but a violation of nature. Out in the wild nature is turning her dead matter to account in the building up of new living forms. The leaves on the city lawns and streets should be used to assist nature rather than frustrate her.

(Toronto Star.)

Canadian turkeys are dying from a disease which attacks the bird's head. Hitherto most turkey fatalities have occurred from a malady which took 'em in the neck.

(Toronto World.)

Des Moines, Iowa, under civic government by commission, hardly knows itself. Greater efficiency and economy, the city getting 100 cents value for every dollar spent, and the broader outlook and more sagacious preparation for the future, are the causes of rejoicing.

GRAND JURY TAKES ACTION

Precautions to be Taken in Gloucester County Against Use of Deadly Weapons by Foreign Laborers.

Bathurst, Nov. 5.—At the fall sitting of the Circuit Court, the Grand Jury drew up a presentation to the presiding judge, Hon. H. F. McLatchy, asking for an enforcement of the law against the carrying of dangerous weapons. The document read as follows:—

To the Honorable H. F. McLatchy, Judge of the Gloucester County Court: May it please Your Honor:—The Grand Jury of the County of Gloucester beg leave to submit the following presentation:—

Whereas the opening of the mineral resources of Gloucester County and the consequent opening of new lines of railway in this county have attracted a foreign element of population which is not of the most desirable quality.

And, Whereas it has been made known to the Grand Jurors that these foreign laborers go about their work constantly armed, and during their leisure hours, parade the streets of our town, and the neighboring country districts, in a like manner, causing the residents to fear their presence.

And, Whereas it has been further made known to the Grand Jury that already firearms have been used and arms have been made to use firearms by this foreign element and that assaults have already been made.

THEREFORE, the Grand Jury would recommend that the proper authorities be immediately asked to strictly enforce the law forbidding the carrying of firearms, and that the aforesaid foreigners be relieved of all pistols, knives, dirks or any weapon that may appear to be carried for the purpose of defence or offence.

And the Grand Jury humbly request that Your Honor cause this presentation to be placed before the proper authorities, and that the Canada Iron Corporation, now employing this class of labor, be asked to co-operate with the officers of the law by refusing to employ any one who does not strictly comply with the law against the carrying of dangerous weapons. (Signed) Edward L. O'Brien, Foreman of Grand Jury.

MRS. T. B. ROBERTS

LEAVES FOR WEST

Departure of Popular Lady Sincerely Regretted in Sunbury County Community—Had Host of Friends.

Blissville, N. B., Nov. 5.—This province is considerably poorer by the departure for the West of Mrs. T. B. Roberts, who has been prominent in church and society circles in this county for many years.

Mrs. Roberts is a native of this place and afterwards lived at Patterson, and Westford. Following the death of her husband, the well-known merchant, five years ago, she returned to Blissville, and has since made her home with her sister, Mrs. W. E. Dibblee. The latter accompanied Mrs. Roberts on the trip west in search of better health, and will return in the spring.

When the party left Wednesday evening, about 30 friends were gathered at the depot to wish them bon voyage and say farewell to Mrs. Roberts. She has not yet decided where she will make her home and will visit her two sons, one of whom J. B. Roberts, B. A., is a member of the faculty of the University of New Brunswick, and J. B. Roberts, Esq., of the firm of Longhead, Bennett & Allison of Calgary. George W. the youngest son, is connected with the D. L. Kelly Lumbering Company, of which his uncle, the late D. L. Kelly, was the head.

Mrs. Roberts had become widely known through her kindness of nature and generous hospitality, and her departure is sincerely mourned. While possessing the warmest affection for her own family, she was happy in a wide circle of friends here, and in other parts of the province, and she will not soon be forgotten.

HOTELS

Royal.
J. W. Jeffrey, Montreal; B. C. Fawcett, Sackville; H. C. Hains, Woodstock; A. E. Carter, Montreal; F. W. Reynolds, do; J. C. Banks, Halifax; J. T. Haley, Bradford; T. Tammen, Liverpool; J. Beck, Boston; G. Dixter, do; G. S. Munford, do; C. S. Hickman, do; Chester; G. P. Burchill, Nelson; A. A. Baillie, Halifax; A. B. Copp, Sackville; Mrs. Cosser, Edinburgh; Miss H. Lasell, Whitnallville; Miss M. Lasell, do; Miss L. M. Kubler, do; G. C. Cosser, Southend; L. R. Moir and wife, Sackville; D. G. Smith and wife, Montreal; J. C. Swift, do; R. E. Dickie, Stewiacke; H. C. McIntyre, Lanark; J. G. Gratton, Ottawa; W. A. Craven, Montreal; H. P. King, Boston; G. Perry, do; E. M. Weld, New York; R. S. Tyres, Montreal; W. W. Smith, do; P. M. Dixon, do; W. H. Steele, New York; J. B. Mitchell, Guelph; G. G. King, Chelmsford; F. W. Farman, Montreal; H. J. Mathewson, Toronto; S. B. Brush Jr., Toronto.

Victoria.
James Buchanan, Truro, N. S.; R. N. Enman, Baltimore, Md.; G. H. Bow, Toronto; J. Clifton, Halifax; Stewart L. Fairweather, Reddus, W. L. Baker, New York; Mrs. Emma Gallman, Halifax; Geo. Chatburn, McAdam Junction; A. R. Mowatt, McAdam Junction; P. W. Juma, Montreal; W. J. Cooney, Megantic; E. M. Keith, E. W. Gaines, New York; John H. McLeod, Montreal; J. Vance Pender, Toronto; A. B. Bell, Boston; Geo. Chatburn and A. R. Mowatt of McAdam Junction were at the Victoria Sunday.

Dufferin.
C. W. Burpee, Brantford; J. A. M. Hatheway, J. W. Lord, Boston; R. L. Lennox, Toronto; E. G. Higginson, J. A. Swan, Joe Page, J. B. Blizard, T. E. Ryder, Montreal; F. W. Arnold, Quebec; H. E. Sturdee, Peterboro; W. R. Finson, Bangor.

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