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TUESDAY, FEBRUARY 2, 1909. AT OTTAWA.

The Government have made it plain that if Parliament does not get down promptly to the despatch of business the fault will not be due to unpreparedness or negligence of the Government. The House assembled on Thursday of last week. The debate on the reply to the speech from the throne has been concluded and the announcement made that the estimates will be brought down this week, the expectation being to go into supply for the first time today.

From now on, therefore, the House of Commons will have work of the first importance and in ample supply before it day by day. If the work is not done or is not done when it should be, the fault must lie in a disinclination to attend to business. If certain disquisitions gentlemen have read right the moral of the late election returns there is prospect of provocation being reached by late spring or early summer.

The premier, answering a question, informed the House that a second convention had been signed with France modifying the concessions extended to Canada by the new treaty with that country. This treaty it will be remembered was negotiated by Mr. Fielding a year ago, and ratified by Parliament at last session. The French Senate however considered it as altogether too one-sided and declined to approve of it. The new convention is calculated to meet their views and to secure their agreement. The acceptance of the treaty is a subject of first importance to this country, for it opens the market of France to the products of Canadian farms, a market which imports tremendously the things we are producing more largely every year and in the increased production of which the success of our farming interests is bound up. The treaty secures to us the status of a "most favored nation" in France, a concession bound to be of immense immediate benefit and of still larger benefit in years to come.

Judge Cassel's report on his investigation into the assassinations perpetrated by officials of the marine department has been laid on the table. It is a formidable document of some 200 pages. The premier announced at the opening of the House that it had not yet been received. The early presentation means therefore that it has probably never been considered in council nor even read by the minister of the department. This is in keeping with Mr. Brodeur's course during the investigation and before. It was not until he had set his hand to the work of reform that the Opposition discovered reform to be necessary. That the reorganization be effected in the department has been splendidly demonstrated to no critic has denied. During the inquiry officials found guilty of suspicious transactions were suspended, and when it became apparent that the patronage system had been the means they used to defraud the public, this was abolished and a purchasing system instituted which is strongly endorsed by the commissioner. Mr. Brodeur deserves not only the commendation explicitly accorded him by Judge Cassel, but the "well done" of the public for applying vigorous remedies when and where they were found necessary.

THE COMPENSATION ACT. The Workmen's Compensation Act continues to be a topic of general consideration from many different angles of view, and the prolific source of resolutions, petitions and deputations to the Provincial government. The employers gave it to be understood long ago that if the measure was not amended to their liking the fault would not be that they did not say what they wanted. They have also made it plain that if it importantly counts for anything in shaping the amendments these will meet their views without limitation or exception. During two recent presentations were made to the Government, from the Western Coal Operators' Association of Southern Alberta, and from the Edmonton board of trade. The operators are reported to have asked for the repeal of the clause providing compensation for a workman permanently disabled by accident. The board of trade after investigation concludes that the act should place a specific limit on the liability of the employer and they suggest also the inauguration of an insurance system in order to assure the workman getting the compensation to which he is entitled. That the operators' request will be complied with seems scarcely likely. For all men who need compensation the man who is permanently disabled needs it most. And if it is just to

burden the occupation with the temporary support of an injured man and his family it cannot be other than just to throw upon it also the duty of supporting the family whose breadwinner has been crippled for life in his employment. The board of trade on the other hand recommend more definiteness as to the liability of the employer on the ground that without definiteness of liability trouble may be experienced in getting insurance sufficient to cover the possible claims which may be made upon him. As a safeguard to the workman they propose a system of government insurance. This would free the workman from the danger of his employer becoming bankrupt and thus unable to pay his claims. These two recommendations seem to offer a possible alternative to the operator's proposal. With the employer's liability determined beyond dispute and the payment of the compensation guaranteed by public insurance there would be no occasion to request the repeal of one of the most vital clauses in the act.

CURRENT COMMENT. President Roosevelt will move West to reside after his holiday jaunt in the jungle. For once the Senate will endorse his proposal without debate. The talk of an Abruzzi-Etkins wedding is reviving. Without intending rudeness it really seems in order for that couple to hitch-up or shut-up.

The Montreal Gazette is duly incensed that Canada has to float bonds for 6 million pounds in the British market. This it considers the consequence of a "reckless and incapable" disregard of every consideration of prudence and caution in the administration of national affairs. If the Gazette had turned back a page or so and learned that the money was required to pay off a bundle of notes issued by Mr. Foerster in one of his annual fallures to make ends meet it might have used the same language, but again, it might not. The disadvantages of having a leader seems to be getting manifest to supporters of the local Opposition, and the point seems to have been reached when the party can be saved from going after things only by the repudiation of its fundamental maxim. Only last week the Calgary Herald undertook to explain that Mr. Robertson did not mean what he said about the railway question, or that he did not say what he meant, or that if he did say what he meant, it only meant what he said, the Conservative party were not to be held accountable for his indiscretions. Apparently this put up to Mr. Robertson the option of "hedging" or of being deposed on the authority of the Calgary Herald. But only apparently so. Mr. Robertson has already made his choice. Before addressing his remarks on the railway matter to the House he had been careful to remind the members that he spoke for the Conservative party in Alberta. For him there was no "hedging." In tendering him the supposed opinion, therefore the Herald was only giving notice of instruction against its leader, and on the strength of doing so was undertaking to count him out before the battle. This is over-presumptuous. The Herald has yet to submit its credentials to speak for the Conservative party of Alberta on so important a matter as the deposition of a leader. That the Herald has been a faithful member of the party was never questioned, even when it has been marching under the banners of who-soelected independence—a parade which occurs regularly after each election. But that the Herald is all of the Opposition party, or even the boss of the party, is another matter, and a matter which must be made clear before the Herald presumes to knock the regularly constituted ruler of the party off the throne. For he is understood that the leader of the provincial Opposition holds his position quite according to precedent. He was selected by the votes of the Conservative members of the Assembly—just as Mr. Borden was selected by the Conservative members of the House of Commons. He holds position and power, therefore, by virtue of the same title as Mr. Borden. To question his authority to speak for the party in the Legislature is to dispute the title of Mr. Borden to speak for the Conservative party in the House of Commons. Whether this is a good way of choosing a leader is a different question altogether. The point is that he is the chosen and appointed mode of Mr. Robertson's party. The provincial leader advanced his policy of railway blockade in thorough accord with party tradition. He announced it "of his own bat," accounting the announcement with the declaration that it was to be taken as the views and aims of the party. This is precisely the course followed by Mr. Borden. At Halifax he was his money into such an enterprise by no means strange. The less so when it is remembered that the

Conservative party of Canada on Dominion affairs. If Mr. Robertson was mistaken in thinking he spoke for the party in provincial matters Mr. Borden was equally mistaken in fancying that he was empowered to speak for the party touching Federal affairs. Against the correctness of Mr. Borden's claim to the leadership and his exercise of the functions of leadership the Herald has raised no protest. Why then its outcry when the provincial leader, chosen by the same method, exercises his functions in precisely the same way? Clearly the objection cannot be to the manner of selection cannot be to the manner of selecting a leader or to the manner of the chosen leader's discharging the functions, else Mr. Borden would come in for equal censure with Mr. Robertson. The trouble must be then in the differences of the personalities. Mr. Borden, the Herald is prepared to tolerate and support, but Mr. Robertson it is prepared to condemn when he does precisely what Mr. Borden had done a year or so previous. Can it be that another "nest of traitors" is hatching, to operate in the Provincial instead of the Federal sphere? That already the plans are being laid for ousting the honorable member for High River from the leadership? It would seem so, for on no other basis can the Herald's hostility toward that honorable gentleman be explained. Whether the surmise is correct or not time will tell. But in the meantime Mr. Robertson is the duly chosen and fully accredited leader of the party in Provincial affairs, thoroughly qualified according to the usage of his party to outline the policy to which it will adhere and to enunciate the principles for which it stands ready to answer. That there will be considerable answering to do seems likely. To his declaration of hostility toward railway construction induced by bond guarantee, the honorable leader has added some equally remarkable language touching the relationship of Canada to the Mother Land. According to his way of thinking we cannot continue the present relationship, for why he does not say. Three courses appear open to him: Imperial federation, annexation, and independence. Imperial federation he does not like; in annexation he sees the outworking of the law; but to independence he thinks we are drifting, willingly or not.

HEROISM AND PARSIMONY. Virtue must be its own reward in the case of the heroic sailors who worked to save the passengers of the "Republic." The men are to receive wages until the time the ship went down, but no longer, nor any bounty in recognition of their services. This may be regarded as just, but it is not the time in which it was suggested is not likely. Mr. Graham last session expressed a strong opinion that if a commission were appointed to run a railway and clothed with ample powers to do so. This declaration, coinciding with the admitted need for more freedom in the management, quite opens the way for the appointment of a general manager with powers and duties similar to those of the head of a private-owned system. When all is said, however, a railway cannot pay its way without charging proper rates for service. However large the business done and however prudent or progressive the manager, the results cannot be figured out regularly on the right side of the account unless for service rendered there is adequate compensation received. The financial results, to the country at large, have been the eternal problem with the Intercolonial. For its treatment of patrons the road bears an excellent name. The accommodation it provides for a large section of the Dominion cannot be denied. The influence it has exerted for the lowering of rates must be acknowledged. But with all these benefits duly credited it is also desirable that the road pay its way, and this it has been found unable to do as a permanent thing under any government and any minister. For this the cheapness of the service provided must be held in measure accountable. A recent article relating to the road declares that on certain lines of goods the rates charged are 30 per cent. less than on other railways, and that on traffic generally the receipts are very much less than a private concern would demand. However beneficial this may be to the

structure of its rival would ever overtake it or threaten to divide the trade of the country with it. But a new transcontinental was something of a different order. To the C. P. R. it put up the proposition to build the "short line" from Winnipeg to Waskatoon, and the extension of the Soo line to Lacombe is the answer. It put it up to the C. N. R. to get its through line built first or to undertake to finance it in face of two powerful competitors instead of one—and the main line built into Edmonton in a season was the answer. Nor is this all. The whole railway problem in Western Canada has changed in six years. Then the question was, would any roads be built; now the question is, how many will be built. Then the query was, when will work commence; now it is, when will the trains begin to run. Then the query was, how long will the people longed for railways; now they confidently expect them. Six years ago the chances of railway construction in the North-West Territories were scarcely brighter than they had been for twenty years. Today those prospects are clear for a period of construction to another Canadian Northern project in its infancy. And to what it may have done in this instance has doubtless been added the earnest assistance of its aforesaid enemy, but for the time and in the cause, its active ally, the Canadian Northern. Meaning that the opposition in Parliament and the Opposition papers from ocean to ocean have pursued a studied course which if it bore fruit at all could only persuade the British investor that every dollar he put into the G. T. P. was probably gone forever.

THE INTERCOLONIAL. Hon. Geo. P. Graham has again upset the card-castles of the Opposition press. Since the electors deprived these journals of the opportunity of either predicting an early success at the polls or of explaining how it was they failed to win, they have been diverting themselves by promoting rumors of alleged Government intentions touching the Intercolonial. The Government, they solemnly assured us day by day, had a wicked intention of selling the road, or giving it away, or pawning it, or leasing it, or doing in short almost anything and everything with it but of keeping it and operating it for the owners. To this Mr. Graham has issued a flat denial in the declaration that the road is neither to be sold nor leased. The announcement is not surprising, for the business of giving away Government railways has been exclusively the occupation of the party now in Opposition. Mr. Graham not having yet avowed Conservatism would have been guilty of unpardonable presumption in appropriating the policy of that party touching Government-owned roads. This of course does not at all mean that no changes are contemplated in either the character or the management of the road, or its route. That changes both in character and management and of great importance to both the road and the country will be made at an early date seems indeed very probable. It has long been urged as desirable that branch railways connecting with the line at various points be secured as feeders, and perhaps supplemented by the construction of new ones running to traffic-generating points. This course was proposed by Mr. Emmerson while the management of the department was in his charge and has had in him a steady and powerful advocate. Mr. Graham intimated last session that the department had this subject under investigation, and it would not be surprising to learn at the present session that options had been secured on some of the most promising of these subsidiary lines. It has been suggested, too, that new sources of revenue might be got by leasing running rights over the line to companies with extensive systems. This right would not, of course, include the privilege of handling way freight from station to station along the line, but merely that of delivering and gathering freight at points on the system from or for points on other roads. While the creators route of the Intercolonial might make it undesirable as a through route for traffic by the large companies, the enlistment of their interest in promoting business between towns on the intercolonial and other parts of the country should be a factor of some consequence in getting traffic for the line and in promoting the welfare of the country it serves. Changes in the system of management too are well within the range of possibilities. It has been long apparent that the existing system was not in accord with the methods of modern railroading and could not be expected to produce the results obtained under private ownership. As a remedy the Opposition leader proposed some time ago the creation of a commission of operation. That this idea will be adopted in the form in which it was suggested is not likely. Mr. Graham last session expressed a strong opinion that if a commission were appointed to run a railway and clothed with ample powers to do so. This declaration, coinciding with the admitted need for more freedom in the management, quite opens the way for the appointment of a general manager with powers and duties similar to those of the head of a private-owned system. When all is said, however, a railway cannot pay its way without charging proper rates for service. However large the business done and however prudent or progressive the manager, the results cannot be figured out regularly on the right side of the account unless for service rendered there is adequate compensation received. The financial results, to the country at large, have been the eternal problem with the Intercolonial. For its treatment of patrons the road bears an excellent name. The accommodation it provides for a large section of the Dominion cannot be denied. The influence it has exerted for the lowering of rates must be acknowledged. But with all these benefits duly credited it is also desirable that the road pay its way, and this it has been found unable to do as a permanent thing under any government and any minister. For this the cheapness of the service provided must be held in measure accountable. A recent article relating to the road declares that on certain lines of goods the rates charged are 30 per cent. less than on other railways, and that on traffic generally the receipts are very much less than a private concern would demand. However beneficial this may be to the

again under like circumstances. Perhaps it is because they have earned such high expectations that they receive so poor recognition for fulfilling them. THE INTERCOLONIAL. Hon. Geo. P. Graham has again upset the card-castles of the Opposition press. Since the electors deprived these journals of the opportunity of either predicting an early success at the polls or of explaining how it was they failed to win, they have been diverting themselves by promoting rumors of alleged Government intentions touching the Intercolonial. The Government, they solemnly assured us day by day, had a wicked intention of selling the road, or giving it away, or pawning it, or leasing it, or doing in short almost anything and everything with it but of keeping it and operating it for the owners. To this Mr. Graham has issued a flat denial in the declaration that the road is neither to be sold nor leased. The announcement is not surprising, for the business of giving away Government railways has been exclusively the occupation of the party now in Opposition. Mr. Graham not having yet avowed Conservatism would have been guilty of unpardonable presumption in appropriating the policy of that party touching Government-owned roads. This of course does not at all mean that no changes are contemplated in either the character or the management of the road, or its route. That changes both in character and management and of great importance to both the road and the country will be made at an early date seems indeed very probable. It has long been urged as desirable that branch railways connecting with the line at various points be secured as feeders, and perhaps supplemented by the construction of new ones running to traffic-generating points. This course was proposed by Mr. Emmerson while the management of the department was in his charge and has had in him a steady and powerful advocate. Mr. Graham intimated last session that the department had this subject under investigation, and it would not be surprising to learn at the present session that options had been secured on some of the most promising of these subsidiary lines. It has been suggested, too, that new sources of revenue might be got by leasing running rights over the line to companies with extensive systems. This right would not, of course, include the privilege of handling way freight from station to station along the line, but merely that of delivering and gathering freight at points on the system from or for points on other roads. While the creators route of the Intercolonial might make it undesirable as a through route for traffic by the large companies, the enlistment of their interest in promoting business between towns on the intercolonial and other parts of the country should be a factor of some consequence in getting traffic for the line and in promoting the welfare of the country it serves. Changes in the system of management too are well within the range of possibilities. It has been long apparent that the existing system was not in accord with the methods of modern railroading and could not be expected to produce the results obtained under private ownership. As a remedy the Opposition leader proposed some time ago the creation of a commission of operation. That this idea will be adopted in the form in which it was suggested is not likely. Mr. Graham last session expressed a strong opinion that if a commission were appointed to run a railway and clothed with ample powers to do so. This declaration, coinciding with the admitted need for more freedom in the management, quite opens the way for the appointment of a general manager with powers and duties similar to those of the head of a private-owned system. When all is said, however, a railway cannot pay its way without charging proper rates for service. However large the business done and however prudent or progressive the manager, the results cannot be figured out regularly on the right side of the account unless for service rendered there is adequate compensation received. The financial results, to the country at large, have been the eternal problem with the Intercolonial. For its treatment of patrons the road bears an excellent name. The accommodation it provides for a large section of the Dominion cannot be denied. The influence it has exerted for the lowering of rates must be acknowledged. But with all these benefits duly credited it is also desirable that the road pay its way, and this it has been found unable to do as a permanent thing under any government and any minister. For this the cheapness of the service provided must be held in measure accountable. A recent article relating to the road declares that on certain lines of goods the rates charged are 30 per cent. less than on other railways, and that on traffic generally the receipts are very much less than a private concern would demand. However beneficial this may be to the

people of the Maritime Provinces it is not beneficial to the people at large, from whose pockets comes the money to make up the deficits. Nor is it a reply to them to say that the people of the Maritime Provinces bear and have borne their share in the extension of railways to and through the West. True as this is there has been no intention that railways should be run in this country at a loss, whether East or West. Besides, anything that the people of the Maritime Provinces may have contributed to our welfare in this regard we have paid by bearing our share of the deficits of the Intercolonial, and the time has surely come for squaring of the account and putting the road as all others in the country are entitled to be—on a basis of paying its way.

AN ILLEGAL SALE OF LIQUOR. Montreal police authorities have instituted proceedings against the dispensers of "brandy drops." The story is told in the following press despatch: Montreal, Jan. 18.—Brandy chocolate with more than half a teaspoonful of brandy in each and 25 cents in gold, sold extensively in the city at 60 cents a pound, led to decisive action today on the premises of Chief Archambault, of the provincial revenue police. One of the largest champagne manufacturers in the city, Walter M. Lowmyer Co., of Canada, and from 25 to 30 gallons of brandy in a cask was confiscated in the same establishment. Following this a "cur of city confectionery stores" was made by revenue officers, with the result that this afternoon 30 warrants against as many candy store proprietors were issued in disguise about the charge, each case being "selling liquor without a license," this being the only accusation on which actions of the kind can be entered against the Lowmyer Co. The complaints regarding the sale of these chocolates were received by Chief Archambault last week and a campaign was instituted against the numerous cases of boys and young women having bought half-pound boxes of the chocolates and afterwards noticed in a state of intoxication have been reported. The largest sale was in the neighborhood of 100,000, and the revenue officers have been notified that the sale has been the most noticeable purchasers. It is high time action were taken in this direction, and that not alone in Montreal but generally throughout the Dominion. The sale of these chocolate-coated drinks has been sold more or less, commonly in candy shops and confectionery stores for years is notorious—sold alike to the young and old of both sexes. This is fair neither to the state nor to the hotelkeeper. If liquor is to be sold, whether in disguise or otherwise, the state should get a license fee for the vendor; and the man who pays a license fee for selling liquor should have the business absolutely and exclusively reserved for him. If brandy-drops are to be sold they should be sold openly over the bar. It is the business of the police authorities to put a stop to this violation of law and infringement on the rights of the liquor dealers. This without prejudice to the contention that liquor dealers should not be permitted to be sold at all, and that the firm manufacturing them or offering them for sale should be brought under the scope of legislation more severe than the common penalties of liquor laws. While they are manufactured and sold they will get into the hands and mouths of boys and girls and create the thickest dieth. It ought to be a greater offence in law to create an unwholesome appetite than to gratify a desire already created. For that reason the manufacture and sale of disguised liquor should be prohibited absolutely, save as an ingredient of medicine. It is not lawful in this country to manufacture or sell proprietary or patent medicine "if it contains alcohol in excess of the amount required as a solvent or preservative, or does not contain sufficient medication to prevent its use as an alcoholic beverage." Where then is the defence for permitting its disguised sale in the form of candy which has no medicinal value, where manifestly it is not needed as a "solvent or preservative," and where it is intended solely for "use as an alcoholic beverage?"

Britain Warns Belligerents. London, Jan. 30.—The British representatives at Constantinople and Sofia have been instructed to warn Turkey and Bulgaria of the danger of military activity on the frontier and to exhort a peaceful arrangement of their dispute. According to special despatches received here from Sofia the Bulgarian note to the powers takes an admonitory tone toward Turkey declaring that unless the Porte promptly recognizes Bulgaria's rights and Bulgaria will consider herself freed from the engagement she voluntarily has undertaken to negotiate with the Porte on the basis of pecuniary compensation. Married on Death Bed. Brockville, Jan. 30.—Married on Wednesday, knowing he was on his deathbed, to Miss Mary Weatherston, Basal Plan, of Ireland, with no relatives in the country, died this morning in the hospital.

Leader of Opposition in Senate. Assayed to Criticize Government Expenditures, Its Put Right. Sir Richard Cartwright—For Increased Expenditure. Ottawa, Jan. 28.—Dialoq was concluded in Upper House today with a long speech by Sir Richard Cartwright in reply to an advanced by Senator Loughheed, Opposition leader. He predicted the loss in revenue would not Senator Loughheed had summed the figures for the closing months of the year would show improvement. Senator Loughheed expressed the hope that Sir Richard's tenure of leadership might be and terminated by a change of government. Senator Loughheed continued to occupy his position as leader of the Opposition and expressed the opinion that unless the situation in the Commons considerably altered their mind, and he was inclined to think they were to continue at the left hand a speaker.

Exaggerated Loss of Revenue. Sir Richard was of the opinion Senator Loughheed had a little exaggerated the probable loss of revenue in the current year in respect to about \$15,000,000, basing his calculations on the returns down to 1st of January. While it was true the figures given were down to the 1st of January, it was still in making calculations the remaining three months, to be in mind that the loss of revenue during the first nine months of the year was very much larger in proportion than it was likely to be in the remaining three months. Although there had been a shrinking Canadian revenue and imports, it was equally true that on the whole and compared with the United Kingdom, Canada was in a respectable position. First of all, though the storm struck Canada well as the United Kingdom, a considerable severity, it can be said that Canada's institutions displayed a most remarkable stability. Over the United States, it is a thing like a complete suspension of payments. Nothing of the kind was to be expected in Canada. He proposed to announce briefly the government expenditure and thought by way of contrast that on the whole, and making reasonable allowance for human frailty, the government's expenditure had not exceeded its income. He pointed out that the way of increasing expenditure was in the increase in the number of the population. He agreed with Senator Loughheed in thinking that it was high time the expenditures were reduced to a point to increase. But the point to which he would particularly address his remarks was that in 1869 and 1909 he obtained from public records of expenditures. There was very little difference between them, something \$38,000,000. Senator Loughheed perfectly justified in saying that the government had not increased its expenditure up to date in what had done the way of increasing expenditure.

The Increase in Expenditure. He was not to be understood as content he agreed with Senator Loughheed in thinking that it was high time the expenditures were reduced to a point to increase. But the point to which he would particularly address his remarks was that in 1869 and 1909 he obtained from public records of expenditures. There was very little difference between them, something \$38,000,000. Senator Loughheed perfectly justified in saying that the government had not increased its expenditure up to date in what had done the way of increasing expenditure. He pointed out that the way of increasing expenditure was in the increase in the number of the population. He agreed with Senator Loughheed in thinking that it was high time the expenditures were reduced to a point to increase. But the point to which he would particularly address his remarks was that in 1869 and 1909 he obtained from public records of expenditures. 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