

PROGRESS.

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SIXTEEN PAGES.

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POLITICAL CHANGES.

Since PROGRESS was issued last week there have been some changes in the political field. The premier of last week is not the premier of today. Mr. EMERSON has retired in favor of Mr. TWEEDIE and a new government has been announced by this gentleman from the North Shore. The reorganization of the administration makes elections necessary in Kings, where Mr. Wm. Pugsley has been appointed attorney general, and in Queens where Mr. FARRIS formerly a forecandle member of the government, takes Mr. LABILLOIS' old portfolio and fills the position of Minister of Agriculture, Mr. LABILLOIS succeeding to that of minister of public works. Speaker HILL retires from that dignified position to enter the government without office.

Some of these changes have been spoken of for some time. The retirement of Mr. EMERSON and the succession of Mr. TWEEDIE was regarded as a foregone conclusion. Few will deny that the new premier selected the best available men to form the government. Mr. PUGSLEY is a strong man with plenty of experience, eloquent and convincing whether in the house or in the excitement of a political campaign. As a lawyer he has few if any equals in the province, and he will fill the position of the leading member of the Bar of New Brunswick with credit to his profession. It is not likely that he will be opposed in Kings county but if he is, the opposition will have an opportunity of showing its weakness.

Mr. HORTON B. HETHERINGTON has been eager to measure strength with Commissioner FARRIS. He now has the opportunity. The people of Queens have not had a representative with office in the government since Mr. BLAIR was premier and they are not likely to reject a man like Mr. FARRIS with so large a stake in the county for Mr. HETHERINGTON.

The date of the elections have been announced for the latter part of this month. Premier TWEEDIE will no doubt be in the fight, if there is any. In the latter event there is no present reason for him to fear the result.

Mr. John V. ELLIS will receive the warmest congratulations from gentlemen on both sides of politics upon his election to the senate. He has been in politics for a quarter of a century and during that period has ever had the reputation of being a good, but not a subservient party man. He was quite independent upon many occasions and could never be relied upon to support questionable measures. Newspaper men will be pleased to know that another maritime journalist, and one so prominent as Editor ELLIS, has been chosen to sit in the Canadian senate. He has fought for the freedom of the press as well as the principles of the Liberal party and it may be that he will have opportunities to do good work for both in the future.

THE DIFFICULTY BETWEEN THE I. C. R. AND C. P. R.

The Canadian Pacific railway is not satisfied with its arrangements with the Intercolonial that loom up in the future. For a long time the Intercolonial practically ceased at Levis and the C. P. R. had full control of the Maritime province freight business to the west. But, since the acquisition of the Drummond county railway and the traffic arrangements the Intercolonial has made with the Grand Trunk system, the management finds that it is in a

position to compete with the Canadian Pacific for the through business from Nova Scotia and points in New Brunswick. More than this the Intercolonial has such a contract with the great rival of the Canadian Pacific that it cannot or will not deliver freight at St. John to the C. P. R. at the through rate for the west.

This decision has alarmed the Canadian Pacific railway and every influence has been brought to bear by certain members of the city government of St. John to induce the Intercolonial to reconsider its determination. In addition to this a gentleman well known in this city has been engaged to present the case from a personal standpoint to the merchants and people of St. John and he is circulating a petition for signatures to be presented to the Minister of Railways and the government asking that the Canadian Pacific shall get what it wants.

The circular is worded in a most ingenious way and anyone who is not acquainted with both sides of the case might be persuaded that the minister of railways and Intercolonial were endeavoring to injure the port of St. John by side tracking the Canadian Pacific. The very fact that the government and the department of railways have done so much for St. John in constructing a grain elevator, building wharves on the eastern side of the harbor and in many ways facilitating the business of the port is sufficient answer to this purely political insinuation. The C. P. R. wants return freight for the empty cars that bring grain and produce here now for the European steamers. It is stated that in the past they have preferred the ports of Boston and New York rather than St. John for this return freight for the west, though why they should is not quite apparent. Still it must be remembered that the Intercolonial when it begins to bring cargoes from the west will have empty cars too and why they should allow the C. P. R. to send its agents through the Maritime provinces and pick up freight with the advantage of its through rate is not very clear.

Let us look at the argument that the C. P. R. is distributing through Mr. H. R. McLELLAN. We print it in full:

"The Canadian Pacific Railway does not ask for any discrimination in its favor. It merely asks the government to allow business men the privilege of deciding for themselves whether they will send their goods to the West via St. John and the Canadian Pacific Railway or via Chaudiere and the Drummond County Railway, to be handed over to the Grand Trunk and its American connections. In return for this the Canadian Pacific Railway offers to do all in its power to divert the winter export business in all the vast territory covered by its lines to the ports of St. John and Halifax. The Canadian Pacific lines extend through Quebec, Ontario, Manitoba, the North West Territories, British Columbia and a portion of the Western States. It has also connections with American railways from which it will be able in future to draw a great deal of export traffic for St. John and Halifax. As Canada develops in population and wealth the amount of export traffic controlled by the Canadian Pacific Railway will be enormous, and if it makes its winter port in the Maritime Provinces a great city must grow up there. But Mr. Blair's western supporters urge the government to deny the Canadian Pacific Railway, and let it make Boston its winter port if it chooses to do so.

"The excuse is made that the Intercolonial will get a longer haul, by handing freight over to the Grand Trunk than by allowing it to go via St. John and the Canadian Pacific Railway. But will the long haul pay? What sense is there in the government hauling traffic a long distance and losing money on it, if it can make more money by a short haul?

"The Canadian Pacific Railway offers to allow the Intercolonial a minimum mileage of 330 miles in the division of receipts when ever that allowance does not exceed local rates, and it is a well known fact that local traffic on railways almost invariably pays much higher rates than through traffic, so that the Intercolonial would make money on all freight handed over to the C. P. R. at St. John, whereas it might lose on freight carried over the long roundabout Intercolonial route to be handed over to the Grand Trunk.

"But the great thing to be considered is to whether all the vast winter export business, which the Canadian Pacific Railway controls, is to go to build up the ports of St. John and Halifax, or to be diverted to Boston."

In return for the privilege of this through rate the C. P. R. promises to do all in its power to make St. John "a great export port" and in the future "a great city must grow up" where it makes its winter port.

We in St. John, while pleased to listen to such words, know how often we have heard them before. What did we do on the West Side when we could get nothing

from the Conservative government but start negotiations with the Canadian Pacific? We gave this great railway an elevator and we planned wharves and warehouses that have since cost us nearly, if not quite a million of dollars. Every concession has been granted to the Canadian Pacific that was possible and in return we have built up a winter port business of which we have no reason to be ashamed. The major portion of the benefit has been reaped by the Canadian Pacific and now when a rival road wishes to act upon business principles the cry is raised that St. John will be injured and St. John side tracked because the C. P. R., that has been treated so generously by us, will go to Boston and New York. This is a distinct threat that will not be relished by the people who have paid their taxes so freely to build up the through trade of the C. P. R.

The young man who appropriated \$35 was sentenced by Judge FORBES to five years in the penitentiary with hard labor, while another young man who appropriated more thousands than this man did dollars got five years in the same place. There should be some explanation for this. None has been offered as yet but there must be some reason. Such comparisons as this are apt to give the masses a poor idea of the equality of justice—the destruction of which would be dangerous indeed.

A Piggish Lawyer.

A lawyer who has his office on Prince William street, and who is said to resemble no less, a personage than H. R. H. the Prince of Wales in some respects, has a peculiar, indeed a decidedly unique idea of the uses of a public restaurant. His place of eating is situated on Charlotte street near the Y. M. C. A. and the other evening he made quite a fuss because two young men happened to occupy the seat he is accustomed to filling. One of the young men had noticed the lawyer turn a stranger out of his supposedly own place a few nights previous and the affair so irked him that he thought he'd let the legal light practice a little of his bulldozing on him—if he could. So when the lawyer arrived on the scene he at once acquainted the young man that he was in the wrong place. The young man said he did not think that was, seeing that he the restaurant was a public place. With this the lawyer flew in a professional rage and not deigning to argue the case gave vent to a tirade of abuse. The young man unceremoniously got down on him however in language gentlemanly, but as plain as oatmeal porridge. Still the lawyer grumbled on as he sat in another chair, until the food arrived before him, when he, needless to say, he ceased to expostulate. His eyes snapped a little though.

JOYS AND WOES OF OTHER PLACES.

Transparent Shirtwaists Attractive.

[Annapolis Spectator.] A rather stunning looking woman, who wore the latest American fad, a network shirt waist, attracted considerable attention on Monday's Biscuose from Yarmouth. She was a summer tourist across the border.

Halifax Awakening.

[N. S. Exchange.] A fiery meeting of some of the citizens of Halifax, was held Monday to "kick" in earnest against the suggestion of the City Council to place water metres in the houses using water from the high service. The meeting protested in a strong resolution against the city's proposed action.

The "Monkey and the Cats" Again.

[Windsor Tribune.] On Thursday two of our legal gentlemen were engaged on a case tried before Justice Farquhar at Brooklyn, on an action for rent. Judgment reserved. Both lawyers will no doubt get pickings out of the case, no matter whether plaintiff or defendant is successful.

Local Jealousy That's All.

[N. S. Exchange.] We notice that the people of Mount Uniacke are putting on considerable style. They have recently had their meeting house and schoolhouse painted. People in passing along might not at first sight be pleased with the style of the painting on the roof of the meeting house, but they may in time become accustomed to it.

How Bryan "Waxes" Eloquent.

[Montreal Star.] President McKinley has declined to use the graphophone as a means of communicating his views on the questions of the day to the listening public, but Bryan will say things at the enduring wax. McKinley has a record written in history which he must stand by. Perhaps wax is the best material to write Mr. Bryan's record in.

Carping Clerics Crushed.

[Philadelphia Press.] A Syracuse clergyman has publicly rebuked the women of his flock who wear transparent sleeves and yokes on their gowns in hot weather, while a clergyman in another city has lectured the women of his congregation for taking off their hats in church. Those clergymen are out of place in the pulpit. If they cannot find anything better to talk about than to find fault with the women for talking some small relief from the heat they should find some occupation for which they are better fitted than that of preaching the gospel.

Father—Who prepared this pudding? Mother (looking at her daughters in succession)—I musn't tell—the author desires to remain anonymous.

SUNDAY OBSERVANCE.

TO THE EDITOR OF PROGRESS.—I was greatly amused at the declaration issued in the daily press by the executive of the Lord's Day Alliance, with a view of "removing certain misconceptions believed to exist in the minds of the public in regard to the part taken by it (the Alliance) in connection with the recent convictions for violation of the so called Sabbath Observance Law."

Their declaration as a whole is really an "eye-opener." Who was it that said that "the Alliance laid information against any violator" of the blue laws? or that "it has at present any idea of doing so." Ye Gods! what calumny! Why, poor innocents! they only "instituted inquiries resulting in placing the responsibilities upon the municipal authorities."

There were even some who thought that "the Alliance is the party on whom public disapproval shall fall for treating as law-breakers the employes of the street railway, which by its act of incorporation has a right to operate on Sunday." Such insinuations really testify to the total depravity of man. To affirm that any member of the L. D. A. would dream of giving presidency to the law of God over an act of incorporation is really preposterous. To the credit of the good people of St. John be it said however, that the number of those who would charge the members of the L. D. A. with such an opinion is indeed very small. Anyway we are informed by the president of the L. D. A. that all the above charges are nothing but base calumnies. It is interesting, however, to note the personal opinion of that personage.

"Personally" he says "I think the law a very good one it does not come up to the views of extreme Sabbatarians. There are some things permitted which I myself would like to see forbidden." Now, rack my brains as I would I cannot think of the "things" which after cutting off all innocent sources of pleasure and recreation, Mr. Fotheringham would still see forbidden, unless it be breathing through the nose which, as naturalists tell us, brings about the destruction of countless microscopic beings, which operation, by a slight stretch of the imagination, may be classed with the work of "slaughtering animals". Or it be in the act of masticating food which on close consideration is nothing but a reproduction, on a small scale, of a grinding mill in full operation besides, to put it in the language of Mr. F. these operations are not specifically named as exceptions in the Sunday act.

In conclusion, however, allow me to have a serious word with the worthy president of the L. D. A. and all others who strive to darken the sun at noon.

Do you really believe that it is sufficient to put the name of the Lord on your letter heads to justify any extravagant action that you may take in His name? Do you really think that by pressing legislature and police force into your service you will constitute yourself the arbiters of your fellow men's souls? if you do you are mistaken. Such absurd, archaic and tyrannous laws as are now being enforced in our town will do more to alienate the people from the church and its ministers than the atheistic writings of a Paine or an Ingelsoll.

You scoff at the editor who dares to affirm that "the people is the final court of appeal for all laws human and divine."

This only goes to show your imperfect knowledge of the Holy Writ as well as of the science of representative government. For those who are sufficiently imbued with the spirit of the Bible and the teachings of modern sociologists will unhesitatingly concede that the law, whether human or divine, was made for man, not man for the law, such passages as: Lev. xviii, 5: Deut. vi, 24 and x, 13: Prov. iv, 4 and 11, 2: Matt. xii, 8: Mark ii, 27: Luke vi, 5 and xx, 38: are sufficient to show that the Bible is not a handbook for the mortification of the flesh, and that a somber face or morose disposition is no special recommendation to the favor of the Lord.

The truth cannot be disguised that the divine purpose in the revelation of his laws to man was primarily the felicity of the people to whom they have been revealed.

As to human laws, there is not a modern sociologist worthy of the name who would not own that the end of all human law should be "the greatest happiness to the greatest numbers" and that a law may indeed be "inscribed on the statute books of New Brunswick and solemnly confirmed by the highest court of the Province" but it is displeasing to the people for whom it is made (not to the "mercenary and pleasure-seeking" as Mr. F. is pleased to express himself) it has no right to exist. For the people, whom the worthy president of the L. D. A. derides as a nonentity, constitutes indeed the greatest tribunal whose decision as to the valid-

ity of all laws passed by its own representatives and for its own welfare must on the long run prove both just and final.

As to the divine idea of what Sabbaths and holy days should be to the people, it would do the L. D. A. good to read up the following passages in Deut. xiv, 23-27: xvi, 11, 14 and 15.

I fear, however, that the extreme zealots will profit very little by the information contained in the above marked passages, for it is clear that they are determined to uphold the ascetical Sabbath even against the teachings of the Lord himself. Indeed it appears to me that the Lord and his disciples have been very fortunate to have lived before the organization of Sunday Alliances, for, in our own day if they happened to be seen plucking ears of corn on the Sabbath the L. D. A. of St. John would certainly "institute inquiries." I will (not use the expression "lay information" which is so odious to the executive of L. D. A.) which would result in five dollars or ten days.

To those, however, who are not yet totally blinded by fanaticism or hypocrisy let me sound the note of warning. Beware of perverting the word of God and turning a religion of love into a law of oppression for by such acts instead of serving the Lord you really serve his antitype.

L. Z.

'We are going to move.'
'What's the trouble?'
'Can't stand one of our next door neighbors.'
'What has he done?'
'He's president of the ice trust, and we've never had a piece of ice come into the house that he hasn't sized it up as it passed the window.'

Mrs. Suburban—"Our new cook uses such broken English that we can scarcely understand a word she says."

Mrs. Neighbors—Oh, I wouldn't mind a little thing like that. We have been using broken china ever since our new cook was installed.

With our present facilities we are able to guarantee perfect work and promptness. Try us now and be convinced Ungars Laundry, Dying & Carpet Cleaning work, Telephone 58.

'A pretty lot of children you are for a minister to have,' exclaimed a West Side pastor whose children were misbehaving at the dinner table. 'Then, why don't you change your business, papa?' asked four year-old Nellie.

VERSES OF YESTERDAY AND TODAY

India's Famine.
As I lie in bed so cozy,
And I cannot go to sleep,
I am thinking of the hungry,
Who their mighty vigils keep.
Ah, that frightful, awful famine,
Out in India's far off land,
On, the suffering, and starvation,
In that burning, coral strand.
Why this suffering; why this dying?
Tell me hence—I ask today;
And the answer comes now to me,
Health and food, both taken away.
Taken from the willing Father's
Who would toil so gladly now,
That they might change starvations motto
That's been written on each brow.
Ah, the suffering, and the sorrow
That fills almost every home,
How they watch for each tomorrow
Praying that then help may come.
Stricken fathers, wasted mothers,
Forms and faces gaunt and thin,
While starvation at the door step
Only waits to enter in.
Men that once were strong, and stalwart
Gentle women by their side;
In the years so glad and happy
When each one brought home his bride.
Middle aged men and women,
In the ranks I see them now,
Sickness, hunger, want, starvation,
I see stamped on every brow.
Little children, wan and wasted,
Languid, sickle, frail and weak,
Worrying their starving mothers,
Why all this? 'Tis bread they seek.
Healthy people of New Brunswick
Give your aid—your succour send:
Let it go to homes of sorrow,
Let them see they have a friend.
Sisters fairest stand beside them;
Of your sunshine give one ray,
Let them see love's not denied them,
You will get all back some day.
Give from out your well filled purses,
Brighten faces pale, and thin,
Bar the door and keep him outside,
Do not let starvation in.
FANNY M. WR. GRH.
Quispamsis, K. C., Aug. 29, 1900.
In September,
Slow breezes stir in yellowed grasses,
On golden stacks the sunshine stares,
Our maple wood in crimson masses
Its brave old autumn splendor wears.
How cardinal flowers gleam as fire,
To deck the meadow brooklet's way;
But sober goldenrod attire
More richly greets the wealthy day.
With bronzing leaves and purple clusters,
And stir of spiral tendrils-rings,
And bees adone about its lustrous
Of old romance, the grape-vine clings.
I watch the gala colors blending,
I hear the murmured harvest tone,
And vaguely doubt of spheres transcending
The autumn beauty of our own.