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 ALFRED MARKEHAM,
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THE WEEKLY SUN.

ST. JOHN, N. B., JUNE 22, 1898.

THE UNITED STATES AS A COLONIAL POWER.

The press of the chief cities of the United States is more and more taking for granted the future control by the United States of the colonies about to be wrested from Spain. The question is not yet burning, because the United States has hardly secured even a foothold in any of these islands. But as the Philippines are concerned, there is no certainty that the natives who are dissatisfied with Spanish rule are anxious for other distant masters. There can be but one issue to the war with Spain, but that issue may be long deferred. Some day must come to the victor nation the problem that has so many times been presented to Great Britain, and it will probably be answered in the same way. Even if it is considered desirable to withdraw from the conquered territory, it will be found rather difficult to do so. The temporary occupation of Egypt by Great Britain has developed into a control which is no longer believed to be temporary. The United States will be no more likely to abandon Cuba to self-government than England is to hand over Egypt to the Egyptians.

What will other nations do about it? Probably nothing. European nations would perhaps welcome the United States to the point, the advantages, the cost and the responsibilities that go with colonial expansion. Hitherto the United States has been able to keep clear of European entanglements and has warned all European powers from taking up new ground on the continent. The acquisition of exposed territory, inhabited by races that have no national affiliation with their new masters, would deprive the United States of the privilege and immunity hitherto claimed on this continent by the United States, as an isolated American power. The United States nation would take a place among the other powers and be subject to the same international responsibilities. Each a salable point would be a hostess for the observance of the rules that govern European nations in their relations to each other.

MR. FIELDING AS MINISTER OF RAILWAYS.

Professor Russell, the junior member for Halifax, says that he cannot understand why the people of that town should have doubts about Mr. Blair's anxiety to provide them with terminal facilities. Mr. Russell points out to the liberal organ in Halifax that Mr. Blair has shown his good will to the port by giving Mr. Harris power to act, "and Mr. Harris gave us equal rates to and from Montreal with competing lines." Mr. Russell states that Mr. Blair has arranged for the construction of a wharf without waiting for the fast line, and provided for an elevator before it was certain that there was business for one. Mr. Russell continues:

We then asked further that the I. C. R. should be better equipped. Mr. Blair might well have feared the criticism of some economists even in his own party, who, in common with some members on the conservative side, look with disfavor upon expenditures on the intercolonial railway. Nevertheless, he put the sum in his estimates, six hundred thousand dollars, I think, in the amount, and it is no trifling. Then we said this must go on night away. The usual course of things with government work under all governments is to let them hang fire a while and then to get them done. We did not want this to happen with us, and we said that the work should go ahead without delay. Very good, said Mr. Blair, you are crowding me just a little, while I am very busy with many things, but I understand and sympathize with your anxiety in the matter. I will do as you say. The engine shall go down at the earliest opportunity and the work shall be pushed ahead as rapidly as possible. What more could he do if he were representing Halifax and dependent upon us for his seat in the House? I am sure I could not ask for anything better than he has done with us, and although I have no authority to say so, and may be mistaken about it, I understand that in his absence in England he is about to place Mr. Fielding in charge of his department, which is a still further guarantee of his good faith, for he knew that Mr. Fielding's devotion to the intercolonial railway could not be greater if he were our own representative.

Professor Russell's prediction that Mr. Fielding would be acting minister of railways proves to be correct. Let us hope that Mr. Fielding will show the same interest in St. John that Mr. Blair is said to have shown in Halifax.

THE DRUMMOND DEAL.

The Halifax Chronicle seems to be laboring under the impression that Mr. Foster asked for the postponement until next year of the discussion of the Drummond Counties investigation report. The Chronicle infers that Mr. Foster wished to avoid discussion altogether. The facts are much the

other way. Mr. Foster opposed the proposition that the Lister report should be adopted, or that a vote should be taken on it, without discussion. He contended that no action should be taken without debate, and declared that if action was forced on the house this session there would be a full discussion, even though it should prolong the session indefinitely. The government organs need not trouble themselves about the want of discussion of the Drummond deal. The opposition is not likely to be silent about a transaction that would have transferred a cool million from the dominion treasury into the pockets of Mr. Greenfield and his associates. Nor is the senate likely to be silent over a case in which that chamber prevented the purchase at \$2,000,000 of a railway which is now offered, with many improvements, at \$1,600,000.

BUSINESS IS BUSINESS.

Mr. Blair's business management of the intercolonial is a worn out topic. He agreed to pay \$2,000,000 for the Drummond Counties railway, and when the senate refused consent he immediately secured an option of the same road for \$1,600,000, with a lot of extra improvements thrown in. He agreed to pay the Grand Trunk five per cent interest on the cost of all extensions and improvements in the railway, and terminus used by both roads. The senate would not allow this and a few months later Mr. Blair made a new arrangement calling for only four per cent interest on less than half the cost. Mr. Blair took over the Baides Chateaux railway to be a valuable feeder and a source of profit to the intercolonial. During the period of operation the road earned \$5,725, while the working expenses were \$18,678, making a dead loss of \$12,953. The road was a failure as a feeder, but a great success as a consumer. Mr. Blair employed a friend to investigate the conduct of intercolonial officials. The auditor general has not yet been able to get the vouchers for the commissioner's expense account, but Mr. Blair said they were all right and the bill was paid. Mr. Blair paid his friend Mr. A. E. Kilham \$300 for two cows killed and three hurt by the failure of Mr. Kilham to keep his own farm bridge in repair. Mr. Blair employed Mr. Harris to reform the effects and incapable intercolonial management. Mr. Harris' arrest a meteoric career as a traffic disturber, has himself been abolished by the same minister, and the effects management has been restored. What a great thing it is to have a business regime!

THE TEACHER'S REWARD.

Principal Parkin of Upper Canada College said the other day that when he went to Ontario he was surprised to find that there was not a position in the whole educational system of the province which afforded as good a salary as the lowest judgeship in the gift of the government. Mr. Parkin insists that the profession of teaching will not receive its proper recognition so long as this inferiority of reward is maintained. The same contention was put forward years ago in this province by Dr. Rand. The anomaly of which Professor Rand then spoke continues, though no one can quite understand why it should be so. The qualification for the head of a university, like those at Fredericton, Sackville or Moncton, are certainly as high as those of a supreme court judge. If one of these educational positions were vacant it would be more difficult to find a suitable man to fill it than it would be to find a successor to one of our judges—good men as they are. Yet, if half the salary of a judge were offered to a college professor, or half the pay of a chief justice were allowed to the head of a New Brunswick college, it would be regarded as a generous proposition. It will of course be said that judges get larger pay because they are taken from a profession in which the incomes are large. While it is not true that the average income of lawyers is large, it is a fact that not even the choice and best teachers are paid as well as a fairly successful lawyer. But this fact does not explain the paradox to which Dr. Parkin refers. It only leaves one more thing to be explained.

A LIVERPOOL OPINION OF THE EAST LINE CONTRACT.

The Liverpool Journal of Commerce, a recognized British authority on shipping matters, is not favorably impressed with the course of the present Canadian administration in respect to the fast line service. To begin with, the Journal says "the Canadian government blundered in tactics when they gave a contract to a firm who, although they have taken a prominent position in the exploitation and popularizing of the turret type of vessel, were not themselves in a position to provide the requisite capital for the fast mail service." Again the Liverpool paper observes that Sir Richard Cartwright "very ill-advisedly stated that the cause of the delay was the recent engineering strike." This plea is described "as a dangerous one, for

it was well known on this side at least that the boats were not even ordered, nor are they now, although the strike was terminated some seven months ago." The Journal of Commerce again speaks of the "short-sighted policy of the Canadian government in making a contract on lines such that even the association of men of the highest reputation and ability cannot induce capitalists to support." It is pointed out that the revised compact made this year by Mr. Doherty and Peterson and Tate, not only frees the contractors from the penalties for having failed to fulfil the terms of the first one, but makes it possible for the contractors to hold on and do nothing for another year. The Journal of Commerce is of the opinion that the British admiralty, which is a contracting party as well as Canada, should now step in and see that the matter proceeds from this time forward on business methods.

MR. DAVIN.

Most of the eastern members of parliament have taken the western tour. Fewer of the western men pay the eastern provinces a visit. But the most brilliant of the representatives of the greater Canada west of Lake Superior is expected to participate in the convocation exercises at St. Joseph college tomorrow. Last week Mr. Davin was the chief speaker at a meeting held in memory of the late Sir John A. Macdonald. A year ago he was the Canadian orator at the Queen's jubilee banquet in Boston. Mr. Davin is a scholar and a poet, but not the less on that account an active, accomplished and hearty politician. He is a ready and aggressive parliamentary speaker, and performed yeoman's service for his party and the country during the session just closed. In this province, where nearly all the people are interested in politics, Mr. Davin is well known by reputation, and will be sure of a welcome.

SAVINGS BANK INTEREST.

Mr. Fielding has wisely concluded to postpone the reduction of savings bank interest to 2-1-2 per cent. The change was to go into effect July first, but is now held over until October. The postponement is probably due to Mr. Fielding's necessities rather than the interest of the depositor. It became evident that the withdrawal of deposits would be so large and so immediate if the reduction was made that the finance minister would find some difficulty in meeting them. But Mr. Fielding has asked for a vote of only money enough to pay two and a half per cent. He will find himself short \$50,000 on this account when October comes, and probably \$150,000 short at the end of the year.

The death of Sir Edward Burne-Jones follows within a little more than two years the departure of two other famous painters—Sir Frederick Leighton and Sir John Millais. The two others were successively presidents of the Royal Academy, and Millais would probably be called the most famous British artist of his time. Burne-Jones was long ago described as the head of the romantic school of painting, and will always be allowed a distinctive position in the history of art in Great Britain. An Oxford degree in 1881 and the honor of knighthood in 1895 were the beginning and the climax of the official recognition in conservative circles of Burne-Jones and his place among great painters.

The government press is rather late in announcing the prospective appointment of Mr. Yeo to the senate of Canada. The appointment was settled before the election in West Prince, and was announced by the Sun at the time. Mr. Yeo had the position in his pocket when he took on himself the responsibility of the West Prince campaign. There were other men in Prince Edward Island who were after that senatorship, and it did not suit the government to have the appointment formally made until the election and the season were over. But Mr. Yeo has not had occasion to worry over the matter. He understood the situation.

The United States congress refused to pay the \$425,000 which was agreed upon between the late Canadian and the late United States government as a fair valuation of the Behring sea damages. That was two years ago. The action has now paid \$425,000 to Canada, being practically the whole amount agreed on with interest. In addition, the United States government paid a heavy bill of expenses in connection with the arbitration. The minister of marine stated the other day that the original appropriation on it is account was \$75,000 and that they got a larger appropriation later.

No Summer Vacation.

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BOSTON LETTER.

A Big Press Excursion to Broom Yarmouth and the D. A. R.

The Canadian Regiment Formed at Chicago Will Probably be Called Into Active Service.

Many Provincialists in Admiral Sampson's Fleet—Crops in Maine—A Fair Trade Reported in Fish but the Lumber Business Continues Dull.

(From Our Own Correspondent.)

BOSTON, June 18.—The opinion is becoming general that the war is good for all summer and perhaps longer. The Washington authorities seem to be impressed with the idea that an effective attack on Havana cannot be made until early fall. The president and his advisers have not as yet determined upon an attack on Havana by sea, their present plans being to settle accounts with Don Pasquale, the wily admiral whose powerful war ships are at present in the bottled-up harbor of Santiago de Cuba. Their idea is that as soon as Cervera's ships are destroyed the Spanish will lose heart and the star of that proud nation begin to grow dim over Cuba. Once Cervera's ships are either sunk or captured and the eastern part of the island wrested from the Spanish troops, then a move will be made on Havana. This is expected to require many weeks, and in the meantime an effort will be made to land troops on the island of Porto Rico, where the Spanish are not quite so strongly entrenched as in Cuba.

About 100 members of the Massachusetts and Suburban Press associations will leave Boston at 4:30 p. m. tomorrow for the steamer Frigate Edgemoor for Yarmouth. They will spend a few days sight-seeing in Annapolis, Yarmouth, Halifax, Kentville, Middleton and other points in Nova Scotia. The party intend leaving Yarmouth for home on Thursday next. As most of the pilgrims will write for the count of their trip on their return for their papers, the trip cannot fail to be of considerable advantage to Nova Scotia and the Dominion Atlantic line as well.

The Victorian Diamond Jubilee Association, which was formed by British subjects and Suburban Press associations will leave Boston at 4:30 p. m. tomorrow for the steamer Frigate Edgemoor for Yarmouth. They will spend a few days sight-seeing in Annapolis, Yarmouth, Halifax, Kentville, Middleton and other points in Nova Scotia. The party intend leaving Yarmouth for home on Thursday next. As most of the pilgrims will write for the count of their trip on their return for their papers, the trip cannot fail to be of considerable advantage to Nova Scotia and the Dominion Atlantic line as well.

In a report to the state department Washington, United States Consul Graham at Winnipeg, says that the Winnipeg Industrial Exposition and Association will hold its eighth annual exposition at Winnipeg from July 15th to 18th next, and urges a liberal patronage by manufacturers and dealers of the United States as the best means of bringing American goods to the favorable notice of the people of the Dominion.

It is probable that the 48th Highland Regiment of Toronto will visit New York city July 4th, Independence day. A son of Gov. Tanner of Illinois has accepted the colonelcy of the recently formed Canadian regiment in Chicago. It is expected the regiment will be called into active service soon. Twenty-five cases of eggs shipped from New Brunswick last week were forfeited by U. S. authorities here for violation of the customs laws. When sold at auction they brought \$4.75 a case.

There are a large number of former provincialists serving in the army and navy in the present war. Joseph Martin, a mariner who was injured this week in a skiff on the Canadian coast, is a native of Sydney, N. S., and William Dunphy, who was killed at Guantanamo, had relatives in Souris, P. E. I., from which place his father and mother came to Gloucester, British Columbia. Phillips, a former St. John man, and George Charrette, a Lowell French Canadian, who distinguished themselves on the Merrimac at Santiago, there are dozens of former provincialists in Admiral Sampson's fleet. It will be recalled that at least two or three natives of the lower provinces went down with the Maine in Havana harbor.

Myron J. Mitchell, A. B., of Kingston, N. S., received the honorary degree of M. A. at Tufts College, Medford, this week. Miss Isabelle J. Fisher of Grand Bay, N. B., was one of the graduates at Robinson Seminary, Exeter, in this year's class. Edward L. Smith of Worcester returned from Nova Scotia a few days ago, where he has been inspecting gold mines. He has taken 20,000 shares in the Bangor mine. He expressed the opinion that the gold output of the mine will be greatly increased within the next few years.

The tourist travel will begin in earnest after this week. The schools here have nearly kept many families in the city. The wet weather has also had much to do with keeping the travel eastward down. All the transportation lines report that there is no reason why the travel to the maritime provinces will not be greater than last year during the next three or four months. Hon. L. B. Baker of Yarmouth, who was in town a few days ago, said that the outlook was growing more encouraging every day. Although Nova Scotia had been well advertised in the eastern states in late years, New Brunswick and P. E. I. had not become very popular with tourists and will not be neglected by any means.

William H. Kilby, formerly agent of

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LIFE'S DUTIES.
 R. B. Murdoch.
 One by one the sands are falling From time's unrelenting flow; One by one life's duties wait us: Do we fulfil them, or do we not?

THE LIQUOR LAW AT ST. MARTIN'S.
 To the Editor of the Sun:
 Kindly permit me space to answer an article that appeared in the Gazette of June 15th, under the heading "Justice to the Temperance Party in this community." The article is a very able and well calculated to pervert the truth and deceive the public.

The author of the free whiskey party, as he styles himself, will take a walk on the streets of this beautiful village any evening, and he will be convinced that the action of the temperance party in this community is not only just, but also very desirable. The article is a very able and well calculated to pervert the truth and deceive the public.

THE EQUITY COURT.
 The supreme court in equity held a sitting on Friday, the judge in equity presiding. In the case of Oliver v. Lynde, an Albert county case, C. A. Peck on the 16th day of May last obtained an injunction from Judge McLeod restraining the defendant Lynde, assignee of William A. Copp's estate, from selling the interest of Copp in a certain property.

WHEAT PRICES.
 The London Telegraph of June 4 gives comparative prices of wheat, which show how the recent boom effected by the British government. The average price of wheat at Mark Lane the previous week was 48-10, compared with 36-4d a month before, 36-2d a year before, 36-4d two years before, and 24-6d three years before. In certain districts the four pound loaf of bread sold the last of May at 6-10d. There has, however, been a very sharp decline in prices since that date, and a case of four lb. reported the London market demoralized, with supplies rushing in from America, Russia, and India, and a decline of 10 to 12 p. m. per quarter within a week, while flour had gone off 2 1/2 p. m. per sack in a week. And there has since been a further decline.

STATEMENT OF MRS. PHINNEY.
 Statement of Mrs. Phinney in answer to questions asked her by David H. Anderson:
 1.—That David H. Anderson never promised me any reward for anything I did in connection with his suit against Patrick Miles; neither did I receive any reward.

2.—David H. Anderson never held out any inducement for me to do anything. I heard what was in the daily papers respecting the same David H. Anderson not carrying out his agreement with me. That was false, as there never was any agreement between us. I was a witness for the prosecution in the case wherein David H. Anderson was complainant and Patrick Miles, defendant. Patrick Miles did call me out of the court and tell me to call my son George out of court and not let him be out of trouble for Anderson, as I was out of trouble and I better keep out of it. Mrs. Phinney declares this statement to be true.
 Taken and acknowledged before
 (Signed)
 HENRY P. ALLINGHAM, J. P.

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