

NEW ERA ON THE INTERCOLONIAL.

Hon. Mr. Emmerson's Reforms are Making the Railway Profitable
--Charges of Extravagance in Management and Partizanship in the Matter of Employees are Groundless--
Government and People Behind Minister.

In a leading article the Montreal Herald says:

The Intercolonial Railway was born out of the controversy which produced Confederation. Ever since its affairs have been the subject of discussion. Criticism was never more busy with the road than today.

Last year's deficit of almost two million dollars aroused to activity both the friends and the enemies of the Intercolonial. The friends have demanded a reform in management to produce better results that the road might be saved. The enemies have not urged improvement, but have pointed to the deficit and endeavored to realize benefit for themselves out of the unpopularity of the financial showing. The Government had been told that it should place the road under the management of an independent Commission, that it should lease it, sell it, give it away, do anything to get rid of its deficits.

The friends, the enemies, and those who have no feeling toward the road, will be interested to learn that the Government is at present minded to do none of these things except the last. There is going to be no commission, no lease, no sale, and no gift. However the deficit is to go, in fact it has gone and members of the Government declare that it has gone forever.

WHAT THE TWO MILLION DEFICIT DID.

When the heavy deficit of last year was announced the people who most keenly appreciated the dangerous situation were the Minister of Railways, the employees of the Intercolonial, and the people, who, living along the line, are served by it. They apparently came simultaneously to the conclusion that something had to be done to set the Intercolonial right in the opinion of the rest of Canada.

Hon. Mr. Emmerson has been kept so busy in parliament by long sessions that he had not become familiar with the affairs of the road. At the close of the session he secured a talented man as his Deputy. They went over the system of government railways as it has never been gone over before, looking for leaks. Every branch of the service was consulted, and all were invited to tell what was the matter with the Intercolonial and what should be done to make it pay. Treated as partners in the enterprise, and put upon honor, the trackmen, trainmen, yardmen, station men and dispatchers, frankly explained the technical faults in the operation of the road and prescribed remedies. Mr. Emmerson and Mr. Butler found leaks, some large and some small. Coal administration, train demurrage, too lavish train service, and too low passenger and freight rates, were among their discoveries.

STOPPING THE LEAKS.

When they returned to Ottawa they set out to apply remedies. The time has been short and many of the reforms decided upon have not even been inaugurated, but the operations for the first six months of the present year, have produced a surplus. The number of passenger trains has been cut down, the rates have been lifted a little in some places, the trains have been made larger and are being run to better advantage. The millenium has arrived on the Intercolonial, though the critics of the road have not yet realized it, and though some other railway systems have not yet given up hope of being able to get possession of the road.

ABOUT POLITICS AND EXTRAVAGANCE.

The principal grounds upon which attacks have been made and are still being made upon the Intercolonial are political partizanship in the matter of employees and extravagance in management.

It may not be generally known that the Minister of Railways cannot hire any but an apprentice or a laborer, and cannot promote a train man, a track man, a mechanic or an operator except for seniority or merit. If he attempted to put in or promote a man for political reasons he would have the Intercolonial tied up by a strike. Employees of every branch of the Intercolonial service are organized. The track men and bridge men, or maintenance of way employees, the brakemen, conductors, firemen and engineers, or trainmen, the mechanics, the station masters and depot men, the operators and dispatchers, all are organized, and all have hard and fast agreements with the government.

The agreement with the maintenance of way men declares that "Employees, if competent, will be promoted on the divisions on which they are employed to any position that may become vacant, or to any new position in the same class of service that may be created. The management to decide." The agreement also says of promotion that "seniority will govern where both ability and character are equal." The other organizations have the same sort of understandings. Railroad men when organized, can be trusted to see that political partizanship does not override their written right. There is no doubt that political appointments were made on the Intercolonial in the past, but the rule to-day is promotion on seniority and merit. A man who joins any department of the Intercolonial joins as an appren-

tice—a brakeman, fireman, trackman, machine helper, depot assistant, or operator and advances as openings are made to the conductor, engineer, foreman, master mechanic, station agent or chief dispatcher. Every division superintendent on the road except one has risen from the ranks.

COMPARISON OF CHARGES AND EARNINGS.

It has been charged that the road has been overmanned and extravagantly managed. The return of train mileage does not bear this out. The last sworn statement of the Canadian railroads available is that of 1904. The Canadian Pacific declared that the cost of operating its trains last sworn statement of the Canadian Northern \$1.25, the Intercolonial \$1.11, and the Grand Trunk \$1.04.

The operation of the Intercolonial was more economical than two great Canadian roads. The better showing of the Grand Trunk is due to its having greater length of double track and a more level way.

The sworn statement of the earnings per train per mile contain the real reason for the Intercolonial's poor financial showing for many years. The train mileage earnings of the Canadian Pacific in 1904 were \$1.95; the Canadian Northern, \$1.91; the Grand Trunk, \$1.53; and the Intercolonial 97c. The average earnings of United States railroads was \$1.91 and the earnings of the Victoria State railway system of Australia, with which the Intercolonial has been compared were \$1.91 per train mile.

CHARGES OF OUR FATHERS.

The Intercolonial rates are those which were established twenty years ago by a former government and have been maintained ever since. The location of the Intercolonial on a long route as a military line, rather than on a shorter line as a commercial proposition, made it impossible that they should be high. The manufacturers of Upper Canada who wanted to compete with those of New England for Maritime Province business wanted low rates to enable them to do so. The people of the Maritime Provinces wanted low rates.

As long as deficits were small and other Canadian railroads were not earning fat surpluses, the condition on the Intercolonial was safe from the reformer. But when low rates, poor business and deep snow conspired to produce a million deficit, it became clear to the people of the East that the time for reform had arrived. They had prevented violent advances of their rates on several occasions before, it was thought they would try to do so again, whether attempted by a minister of railways or an independent managing commission. Such a thing would be fatal to long established business interests. But the increases which have been made in the rates have been received without protest and leading men of the Maritime Provinces have made it plain to the Minister of Railways that they wanted the road put on a self-supporting basis. Some towns have protested against the reduction of their train service. The Board of Trade of one place even went so far as to inquire by telegram of the Minister of Railways, "Will you restore train or shall we hold indignation meeting?" When it was pointed out to them that such important places as Sault Ste. Marie and most of the towns west of the Great Lakes get along with one train a day they accepted the loss of one of their passenger trains with philosophy.

A CHANCE TO EARN A MILLION

The government is not going to try a Commission for the Intercolonial until the present programme of reform has been given a fair trial. The experience with commissions has been that while the government is still held responsible by the public for all the Commission does, the Commission is less under control than is a Minister. In case of the Intercolonial Mr. Emmerson has furnished a surplus of one and perhaps two million dollars in two years. His colleagues are going to give him the time in which to make good his promise.

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GREAT WAR NEAR SAYS WASHINGTON.

Serious Prospect that Germany Will Force the Conflict on France in Summer.

Washington, D. C., March 2.—The state department yesterday afternoon changed its views of the Algeiras situation. Those in authority there have looked upon a peaceable settlement as assured. But after Ambassador Jusserand paid a visit to Secretary Root today it became known

that the situation was looked upon as grave. While nothing was made public as to the representations the French ambassador made the inference was that he brought a very unfavorable word.

In inside administration circles it was generally believed that there are prospects of a war next summer in Europe and that the blame for it is to be placed upon Germany for obstinacy at the conference now in progress.

It was strongly intimated that the failure of the conference is expected by Germany, and indeed not unsought and that the German government is perfectly willing to make the Moroccan question the pretext for another war with France, believing that the conflict is inevitable and irrepressible and that the German army and conditions generally in the empire are now better adapted for the final struggle than they ever will be again. Ambassador Spec von Sterburg was also a caller at the state department today, but like M. Jusserand, he remained but a short while.

In diplomatic circles here, on the other hand, there is still little disposition to expect a Franco-German war in the near future. The experienced diplomats say that because of the presence of England, Germany can do nothing gracefully but put up a great bluff, that while her diplom-

tic representatives are preparing for a secret settlement with France. The basis of such a settlement with France in Morocco, in return for the friendship of the French in Germany's efforts to work out her problems in Palestine and Asia Minor.

TEACHER CALLS PUPILS LOBSTERS.

Pittsfield Pedagogue Also Tells Class They are Unmitigated Sardines and Idiots.

Pittsfield, Mass., March 2.—"You are a pack of unmitigated sardines. You are unregenerate lobsters and consummate idiots," said a Pittsfield teacher to her scholars in open school last Friday.

One girl in the High school building where the High school and two Grammar grades are located, shocked at the uncomplimentary and scathing terms used, said to her mother: "If teacher doesn't stop saying such things I shall commit suicide." These facts were brought out at a meeting of the school board tonight, by Frank B. Strong of ward 2.

Mr. Strong referred to the increased cases of corporal punishment for February, there being over 100 per cent more than for the corresponding month last year. Said Mr. Strong: "Complaiat was made to me that in one instance the teacher pulled up by the hair a little boy who was slouching in his seat. In another instance a boy was caught by the ears and pulled up. I think an investigation should be made."

Supt. Charles A. Bryam said that the High school teacher whose language had caused the girl to threaten suicide had been corrected.

Principal William D. Goodwin of the High school, when seen tonight, said: "I have not heard of the case before. This is the first intimation I have received of it." Supt. Bryam was authorized to make an investigation of the 75 corporal punishment cases in the Pittsfield public school during February.

He said after the meeting: "I believe corporal punishment in the schools can be and should be stopped. Most of the slang has been used by inexperienced teachers, who thought it necessary to use harsh terms."

THE HERALD'S FASHION PLATE.



THE TAILOR SHIRT-WAIST STYLE.

For wear with separate skirts tailored designs in short waists are appropriate; and there is a modish simplicity to the lines of the design illustrated that is bound to prove attractive. Especially designed for the school and college girl the original is in one of those fine and soft Scotch flannels, although it will develop equally well in albatross, henricette, nun's veiling or any of the heavier cotton shirtings. The back is the plain saque shape, without any yoke over the shoulders, and the

fronts are laid in deep pleats that take up the entire shoulder seam. The sleeve is loose and full, and gathered at the wrist into a plain band cuff that fastens with link buttons. The front fastening is made very prominent, a broad box pleat being used, and the buttons are handsome pearl ones that are guaranteed to withstand many launderings. The collar is of the short material, a separate item, and attached in the usual way; the finish being a little black velvet ribbon bow, tightly tied. The same ribbon makes the trig belt.

WAITED ON HOMES TO BURN.

Inhabitants Of Savah Chased by Red Hot Lava.

Tutuila, Samoa, Feb. 12, via San Francisco, March 3.—The volcano on the Island of Savah, German Samoa, is still active. The inhabitants of the district of Matautu have abandoned their homes, and traders who lived there have removed all their stores. The flow of lava is slow, and people approach close to it. Some persons will not leave their homes until the houses are actually set on fire by the burning lava. As the lava flows into the sea great volumes of steam arise, and the once placid lagoon inside the coral reef is now a mass of hardened lava. The district now destroyed was one of the richest in the German possessions. The lava is flowing along the coast toward Matautu.

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TRAINS WILL LEAVE FREDERICTON

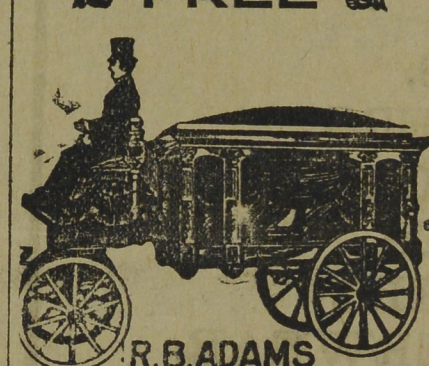
No. 303 Mixed for Campbellton, Moncton, Chatham and Loggieville.....	5.45
No. 301 Express for Montreal, Chatham, Loggieville.....	10.20
No. 317 Suburban for Marysville.....	6.15
" 321 Suburban for Marysville.....	11.15
" 327 Suburban for Marysville.....	12.25
" 329 Suburban for Marysville.....	21.00

TRAINS WILL ARRIVE AT FREDERICTON.

No. 302 Express from Montreal, Quebec, Chatham and Loggieville.....	13.05
No. 304 Mixed from Chatham Junction, Chatham and Loggieville.....	13.35
No. 318 Suburban from Marysville.....	8.15
" 328 Suburban from Marysville.....	13.20
" 326 Suburban from Marysville.....	13.15

All trains are run by Atlantic Standard time. Twenty-four hour notation. 24.00
Mncton, N. B., Oct. 12th, 1905

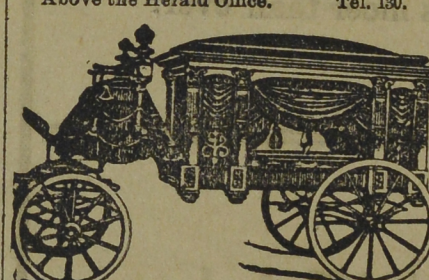
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