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INTERCOLONIAL MANAGEMENT.

Some years ago there was a strong agitation in the upper provinces for the transfer of the Intercolonial railway either to some private railway corporation, or to a commission, and in that movement such influential Liberal newspapers as the Toronto Globe and Montreal Herald had a share.

That was when the Intercolonial was making deficits, but under more recent management, the road has been paying its way and leaving a very respectable surplus, and the agitation for its transfer died a natural death.

Whatever Mr. Emmerson's enemies may say against his personally, they cannot successfully arraign his management of the Intercolonial, which with the aid of his able deputy, Mr. Butler he succeeded in putting in splendid condition, both as to the character and services of the road, and its financial concerns. These conditions which have continued since Mr. Emmerson resigned his position, have forced the Toronto Globe to acknowledge that "the monthly statements of earnings and expenditures of the Intercolonial Railway justify public confidence in the road as an enterprise worth being retained under Government control. The earnings during the year have been quite in advance of the earnings for the corresponding months of previous years, and altogether the outlook for the road is distinctly improved."

This is a strong endorsement of government control and management coming from a newspaper that a few years ago was anxious for the transfer of the Intercolonial to a private corporation or to an independent commission and is an eloquent tribute to the energy, ability and success which attended the efforts of the late ministers of railways in his office.

The Globe next proceeds to consider the future of the Intercolonial, especially with reference to the selection of a minister to succeed Mr. Emmerson and points out that:

"In selecting a Minister of Railways and Canals the needs of the department should be supreme over all other considerations. It is of less importance from which province the man comes that that he should have capacity and force adequate to the demands of his portfolio."

Granted that the Intercolonial shall remain under government control, it is patent and the minister of railways should be a maritime province man. The Intercolonial is very largely located in the maritime provinces. It was constructed as a part of the bargain by which these provinces consented to enter the Confederation, its success depends mostly on Maritime province trade, and who should be as well equipped to conduct its affairs as a maritime province man familiar with the conditions in the territory through which the road runs.

We have had some experience with ministers of railways from the Upper Provinces and their administration of the Intercolonial was a distinct and disastrous failure.

Who ever heard of the Intercolonial going ahead under the management of Hon. John H. Pope or Hon. John Haggart. Contrast their administration of the road with that of Sir Chas. Tupper, Hon. A. G. Blair and Hon. H. R. Emmerson Maritime Province men, and the doubtfulness of the experiment of transferring the control of the road from the Maritime Provinces will be apparent.

The lower provinces in recent years have been stripped of one of their portfolios, and are not in the mood to make further sacrifices in that direction, by the Ministry of Railways being allotted to some minister not of the maritime provinces.

This part of Canada would be bereft of spending portfolios, and would in a large measure lose what influence they at present possess in the government of the country.

Any movement therefore to deprive us of the portfolio of railways and canals should be stoutly resisted by the representatives of the Maritime Provinces, and the Liberals members for New Brunswick no doubt will be earnest, and persistent in

urging that the position should be retained in this province, which has men quite capable of successfully administering the affairs of the government road.

CURRENT COMMENT.

All signs point to the absorption of the New Brunswick Southern railway, St. John to St. Stephen by the C. P. R.

Ottawa proposes to extend a non-political reception to Sir Wilfrid Laurier on his return from England. The capital of Canada sincerely appreciates the personal character and great distinction of its most eminent citizen.

What Fredericton citizens desire to know just now is not so much the rate of taxation, as how the new tax law and its administration by the assessors will personally bear on them. They are looking anxiously for their tax bills.

The Collins murder trial at Hopewell Cape is nearing the end, and a verdict may be expected today. Yesterday Collins went on the stand, and gave an absolute denial to the charge that he murdered Miss McAulay. His case was strongly summed up by Hon. H. A. McKeown and Solicitor General Jones made an able address on behalf of the Crown.

Warden McFarlane, who is credited with an ambition to secure a place on the local opposition ticket in this constituency, will have to take some means for counteracting the campaign that the St. Mary's doctor is putting up to the same end. The Woodstock Press, one of Mr. Hazen's organs, has a great puff for the doctor who is represented as 'a clever man, a good speaker and a man of means' and as certain to secure nomination. This looks rather ominous for the Warden, who will have to be getting busy if he would circumvent the deep laid scheme of his rival the doctor.

Sir Charles Tupper was 86 years old on Tuesday, and is remarkably alert both mentally and physically for a man of his advanced years. He first entered political life in 1855 as one of the members for Cumberland in the local legislature, and has been a conspicuous figure ever since. With his name are inseparably connected the introduction of free schools in Nova Scotia, Confederation, and the inauguration of the C. P. R. enterprise. Sir Charles was an aggressive fighter, a hard hitter, and made many strong enemies during his active career, but the sting is all gone now, and Canadians regardless of party, express a pride in his eminent career and wish him many more years of health and vigor.

The Suspension Bridge.
Sir Samuel Brown invented the suspension bridge through watching a spider spin a web. He was amazed at the weight this mass of crossed threads would bear. So he built a bridge on the same lines of iron ropes and chains.

Bookbinding.
Three-fourths of the inventions used in bookbinding are due to the ingenuity of American binders.

Russia.
Russia was a duchy until 1157, when it became a grand duchy of Vladimir, remaining such until 1328, when it was called the grand duchy of Moscow. The Russian rulers began to call themselves czars in 1462. Peter the Great assumed the title of emperor in 1689.

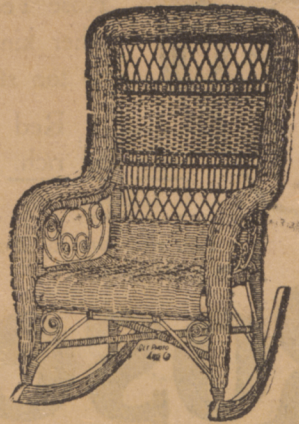
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