THE EVENING TIMES.

ST. JOHN, N. B., OCT. 23, 1905.

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A. M. BELDING, Editor.

THE I. C. R. AGAIN

In Toronto last week Hon. Mr. Emmerson made this statement to a News reporter:—

"I will go this far, that if on one classification of freight for a 500 mile haul, during a limited period of years, the charges had been the same as those on the eastern divisions of the Grand Trunk or Canadian Pacific the earnings of the Intercolonial would have been increased to such an extent as to wipe out the aggregate of deficits on the Intercolonial during the whole period of its existence."

Mr. Emmerson pointed out that the low rates on the Intercolonial have been of much benefit to the merchants and manufacturers of Ontario, as they had been equal to a high protective tariff for the Ontario manufacturer, and had given him a market which before was enjoyed by the New England manufacturer in a number of important lines, notably agricultural implements and machinery, and carriages. Continuing, he said:—

"My idea about the Intercolonial is this: That it can be made one of the best assets of the Dominion and one of the most productive. It is within sight that the Intercolonial can be made, if not a paying, at least not a losing venture. It is simply a question of rates after all. Naturally there were some leakages, and these things have to be shaken up once in a while to discover where they are, but these are easily cured. I think it will be shown that the leakages are now pretty well being stopped. It is necessary to have modern methods in handling coal for instance. I can see where savings can be made which will greatly reduce the expenses, and I am preparing for my colleagues a complete statement of the causes of the financial situation on the Intercolonial and shall recommend the application of certain remedies, which if carried out will, I am sure, forever hush any question of the transfer of the Intercolonial to any company or syndicate, or to anyone else."

The minister also referred to the canals once more, and said to a representative of the Toronto Globe:—

"The rates on the Intercolonial were established with a view to stimulating the commerce of the Dominion, and especially the interprovincial and export trade. The canal tolls were abolished with the object of helping the commerce of Ontario and Quebec, and the export traffic out of the ports of Montreal and Quebec, without any expectation that it would help the business interests or the export traffic of the maritime provinces. If it is fair to operate the canals of Canada at an annual deficit in operation alone of a million dollars, without mentioning capital expenditure, there is surely nothing very unfair with respect to the operation of the Intercolonial if the results of that operation tend to the advancement of the business interests of Canada."

The Toronto Globe apparently is unwilling to accept Mr. Emmerson's statement that it is a question of rates and the stoppage of a few leakages in order to make the I.C.R. pay its way. It says:

"Notwithstanding all that has been said, the impression is firmly fixed that there is extravagant overmanning on the road and in the shops, and that, because of the lack of proper organization and effective discipline, the return in work is utterly inadequate to the charge for wages. It is alleged by well-informed friends of the Intercolonial and of the government that the dominant idea in the management is not business, but politics. Men are employed who are not needed and who are not competent. The permanent staff is very large, and in addition there is a very large number on the "temporary list" who are a permanent charge. There is no discipline, because the men owe their positions not to their own ability or fidelity as workmen, but to their "pull" with some local politician or patronage committee. Under such conditions overmanning is inevitable, so is incompetence, and so is indolence."

The Globe's remedy is a competent railway manager, appointed by parliament and absolutely free from political influences. Doubtless, unless when parliament meets the minister can submit a plan which promises satisfactory results, the Globe's suggestion will meet with much favor. Large deficits must be prevented. But it is fair to hear the minister's plan before is is condemned.

HE HATH HIS REWARD

Mr. Dominique Monet, friend of Bourassa, and one of the orators of the small anti-British party in Quebec, has been provided for. He has been made prothonotary of the district of Montreal, a life position at $4,000 per year. Mr. Monet, when in parliament, was a somewhat fiery Nationalist. Then he went into provincial politics and was made a member of the Parent government, an act which was promptly followed by the resignation of Hon. Messrs. Gouin, Turgeon and Weir. When Mr. Parent resigned and Hon. Mr. Gouin became premier, Mr. Monet was dropped from the cabinet. There was no doubt a prospect that he would make trouble, and so he is provided with a snug berth. As Mr. Monet is only forty years of age, he should be able to enjoy for many years the advantages arising from a strenuous youthful career in the political arena. His withdrawal from the latter will not be widely mourned, for Mr. Monet had a regrettable habit of making even his friends uncomfortable, and of stirring up feelings such as do not make for peace and goodwill among men of different races and religion. It would be unfortunate if his reward should give an inspiration to others of his ilk.

A CONTRAST

An Irish-American paper published in New York, referring to the coming reception to the British fleet, charges that a "base Anglo-American alliance" is the object, and declares that "'England's friend is Ireland's enemy." It further says:—

"The Irishmen in the United States navy would cut a nice figure marching arm in arm with the British tars waving the Union Jack and singing 'God Save the King' and 'Rule Britannia.' Their murdered ancestors would rise in their graves and cry 'Shame.'"

Contrast this with the noble words of Bishop Casey at the Cathedral in this city yesterday morning:—

"It is already nearly three generations since any penal legislation afflicted our fathers, and no one is ignorant of how large a measure of justice on the part of our rulers we are in the enjoyment of in this country. Our duty then is plain; our glory in the fulfillment of it.

"Forgetting the things that are past, be it ours to rejoice in the peace, prosperity and security afforded us by our country. In this connection very apt is the declaration of the great Leo XIII, whose luminous words will serve as a beacon light to generations of Catholics yet unborn: 'Everyone knows the power and resources of the British nation and the civilizing influence which, with the spread of liberty, accompanies its commercial prosperity even to the most remote regions.'"

MONEY IS THE KEY

The condition of the stock markets generally is well indicated by what the Montreal Witness says of the market in that city last week. In its issue of Friday the Witness said:

"It is a long time since business on the local stock market was as dull as that recorded on the blackboard of the Stock Exchange during this week. London stocks have been lower, New York has followed, and this market, while not actually making any serious decline, was exceedingly dull, trading being restricted to broken lots in nearly every security on the market. Business has probably not averaged over 500 shares daily on the whole market, so that it is practically impossible to gauge the market value of stocks. The dullness is due to the continued acute condition of the money market, and although everything is being done to prevent a stringency there is a possibility of rates increasing before the end of the year. It is thought that through the restraint of wild speculation there will be money enough to go round, but in the meantime operators do not feel like taking any chances."

While England was looking forward to the celebration of Trafalgar Day Germany has been looking into the question of the safety of her ports, and has not been well-pleased with the result. It is stated that not long since twenty-seven German warships under the command of Admiral von Koester tested at the mouths of the Elbe and Weser the question as to whether any foreign fleet now in existence could blockade Bremen and Hamburg, thus bringing Germany's sea commerce to ruin. The result, says a Berlin letter, has been far from gratifying to Germany's dreams of naval power. It was shown to be quite possible to blockade the German fleet, the enemy keeping his battleships out of range, and holding the German ships shut up by means of his fast cruisers and torpedo craft. The German fleet could force the blockade only by offering battle on the high sea.

The Prince and Princess of Wales, who have embarked at Genoa on the British battleship Renown, are due to arrive at Bombay, Nov. 9. They will stay in India until March, visiting the principal cities and native states, and receiving the chiefs and princes on behalf of King Edward. The departure of Lord Curzon of Kedleston, the viceroy who resigned Aug. 20, was postponed in view of the fact that King Edward desired Lord Curzon to remain and officially welcome the Prince and Princess of Wales. Lord Curzon and his wife will therefore preside in Bombay at the ceremonies connected with the arrival of the royal party.

A Toronto bank man is quoted as having said that banks find it difficult to get good junior clerks, and that one bank has advertised in Scotland for applicants. He says he supposes the difficulty in getting good clerks is "due to general prosperity." Possibly if the banks, which are supposed to have some share in the general prosperity, would pay their clerks a salary somewhat in keeping with their responsibility and what is expected of them, the supply would not be so limited.

Membership in the Reformed Presbyterian church, Toronto, has been refused to four persons who refuse to drink fermented wine at the communion table. This appears to be a case where a non-essential is made to assume undue importance on both sides. It may be hoped that St. Peter is not instructed to apply such tests at the gates of the celestial city.

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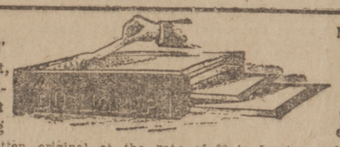
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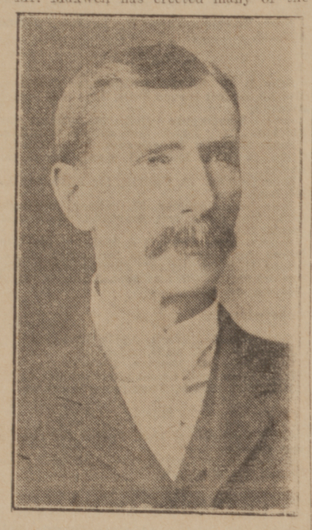
Men of Saint John.
ROBERT MAXWELL, M. P. P.

Robert Maxwell, M. P. P., a leading St. John builder, though still a young man, has had a notable career in business, in politics and in fraternal and other organizations.

Mr. Maxwell was born in Fredericton June 17, 1858, and acquired his education at Fredericton under the direction of Drs. Roberts and Coster and John Moore. He served an apprenticeship with his father in the building trade until 1877 when he came to this city and worked as a journeyman for six years.

In 1883 he entered partnership with the late William Causey, who was for sixty years a prominent builder here. The partnership continued until the death of Mr. Causey in 1895. Since that time Mr. Maxwell has conducted business on his own account.

Mr. Maxwell has erected many of the



ROBERT MAXWELL, M.P.P.

finest buildings in St. John and vicinity, notably the Union Baptist Seminary at St. Martins; the Centennial school, St. John's (Stone) church Sunday School; the residence of the late Sir Leonard Tilley; the Main Street Baptist church; W. C. Cross' residence; C. H. Peters' residence; Geo. A. Moore's building on Brussels St.; M. R. A. addition on King St.; Geo. W. Dunlop's residence on King St. East; the mason and stone-cutters work on the new Free Public Library and several other handsome structures. At present he is engaged in building a fine residence for George A. Henderson on King St. East, and in remodelling the Canada Permanent Mortgage Co's. building on Prince William St., as well as a number of others.

Mr. Maxwell was elected to the board of school trustees in 1897, to the board of aldermen in 1898, warden of St. John county in 1899, and was deputy mayor during 1900-01.

From 1902 to 1904 he acted as chairman of the public safety board, and during that time was instrumental in making many important improvements in the fire department. It was at his suggestion that the chemical engines were procured. The dividing of the city into six separate sections for the fire alarm service was also carried out under his administration. He took a keen interest in the affairs of the department and it was left in a much better condition than when he assumed the office.

He was elected to the local legislature in the bye-election of 1904, and has been an energetic member of the opposition. He is a fluent speaker and well informed.

In his business as one of the leading builders of St. John Mr. Maxwell employs about forty men.

He has been active in fraternal circles, and is a Past Grand Worthy Patriarch of the Sons of Temperance and Past Grand Lecturer of the Orange Society of New Brunswick. He is also a member of the Independent Order of Foresters, the Knights of Pythias and the Ancient Order of United Workmen.

In 1878 he married Pemelia T. McConnell, daughter of Moses McConnell. To them have been born eight children.

A ST. JOHN MAN

Found That Below the Line They Are Inferior in Apples, Potatoes and Scenery.

(Montreal Witness, Friday.)

An elderly, well-educated gentleman named Lee, who hails from St. John, New Brunswick, arrived in the city this morning. For the first time in his life he had been across to the Pacific coast, taking the outward journey on the Southern Pacific, and returning on the Canadian Pacific.

"What did I think of the country?" he said. "Why, I am returning home more a Canadian than ever. It is indeed a great country, and one of which we may well be proud.

"The scenery that struck me most was in the Canadian Rocky Mountains. There it was grand, inspiring, much beyond the scenery which I saw in the Rocky Mountains further south, on the outward journey. Another thing I found was this:—I am very fond of a good apple, but I couldn't get any good apples—not what I call good—in the United States. And along towards the coast out California way I couldn't even get good potatoes. I thought at first the potatoes were badly cooked, but it isn't that. They can't grow them. If they want good potatoes or good apples they have to send to Canada for them."

ARMOUR'S PROFIT $1,000,000

A wire to a Montreal stock broker on Friday said: "The Armour crowd is now reported to be out of the December wheat deal. Its profits are estimated at $1,000,000."

HAY SHIPMENTS.

The shipments of hay from the Port of Montreal for the week ending Oct. 18 amounted to 4,159 bales against 24,809 for the same week last year.

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