

THE EVENING TIMES.

SAINT JOHN, N. B., MAY 31, 1905.

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THE I. C. R. TIMETABLE

The Times yesterday called attention to the great injustice that will be done to the travelling public by sending the morning I C R train away at six o'clock. After this paper went to press a copy of the new time-table was received, and it shows an amazing disregard for the people of St. John and the people along the line toward Moncton.

If St. John were a small way station, giving the line an occasional passenger, the desire to serve more important centres might be an excuse for having the train pass the way station at six o'clock in the morning. But St. John is the largest centre for railway traffic in New Brunswick, and its interests should be considered.

Seven o'clock in the morning is quite early enough for passengers to have to be on board the train. But to make the matter worse there is no other train outward for five hours, and then two trains leave within three-quarters of an hour. A worse service could scarcely be devised.

The St. John morning newspapers and their readers along the I. C. R. will suffer from the change. Those papers will have to go to press at a time when much of the best news is being received by wire, and will have to sacrifice that news to catch the mails.

And a blow is also struck at suburban travel. Many people spend the summer at some point along the I. C. R. within easy reach of the city. In the past they could come to the city in the evening, but under the new arrangement they must arrive here at 5.15 p. m. or wait until 9.20 p. m.

The evening service eastward is satisfactory, but that inward is as bad as the early morning outward. Moreover, the train arriving at 9.20 brings mail, which merchants and others would like to get before morning, but which will not be sorted in time.

The arrangement cannot be justified on the plea of economy. The service will not be a good one. It should be changed to meet the requirements of the public, who are the patrons of the railway.

It is understood the board of trade will discuss the question tomorrow. A vigorous protest should be made without delay.

There is a feeling, which it may be hoped is not well founded, that this timetable is arranged for the deliberate purpose of injuring St. John. The authorities will certainly have to explain why so apparently a sectional arrangement should be made. Not only the people of St. John but those along the I. C. R. west of Salisbury are interested in this matter, and should enter a vigorous protest at once.

THOSE BERTHS

If the Hon. Mr. Hyman waits until his engineers get through with their work and until a lot more preliminary work is done there will be no new berth at this port for next winter's trade. There is no need for such delay.

When the city decided to construct berths some years ago American dredges were found to be available for work by the yard or by the day. Doubtless they can be got today on the same terms. Why does not Mr. Hyman permit the city to hire a dredge, or the department hire one to go on with the work needed for one berth? That work must be done in any case, and with a government inspector to see that it was properly done the work could go on and the work of wharf construction be proceeded with at the same time, so that the berth would be completed before next winter's business opens. This would not in any way interfere with the larger expenditure contemplated. The mayor and the committee dealing with this matter are waiting for something to turn up at Ottawa. Why not make suggestions and press for immediate action?

THE RACE PROBLEM

President Eliot of Harvard, in an address at Louisville, Kentucky, has been telling the people of the south that they are not alone in having a race problem. In the course of his remarks, he said: "Is not education the main hope of our country? We feel it so in Massachusetts today, exactly as the Puritans did in 1643. We feel it the more, perhaps, because strange faces and strange religions to the Puritans have invaded Massachusetts. We have three Catholic races in Massachusetts—the Irish, the Italian, and the French-Canadian; and soon if not already they will constitute the majority of the people in Massachusetts. It is not the south alone which has a race problem before it, and the one means of dealing with the race problem is the same in Massachusetts or Kentucky; the one means is education."

THE EQUITABLE

The directors of the Equitable Life Assurance Society meet today to hear the report of the Frick committee. A new element has entered into the case by the decision of Justice Maddox that the society cannot be mutualized so long as a single stockholder objects. The effect of such a decision, if upheld, would be far-reaching. As President Alexander puts it: "The decision of Mr. Justice Maddox involves most far-reaching consequences and momentous results, not only as to this society, but also as to all other companies organized under the general insurance act of 1833."

"If the opinion of Mr. Justice Maddox stands as a correct interpretation of the legal status of this society, a single stockholder has the legal right to defy the wishes of all the remaining shares, and of the board of directors and of the policyholders and to prevent any concession whatsoever to the claims of policyholders to a share in the management of the assets of this society."

But counsel for the society believe the decision will be over-ruled by the appellate court, and that the work of mutualization will eventually be carried out. In the meantime every effort will be made by the directors to settle the difficulties that have arisen. This may be no easy task, as Mr. Hyde and his friends have expressed their determination to fight the opposing forces to a finish.

NORWAY AND SWEDEN

The action of King Oscar in vetoing the separate consular law unanimously demanded by Norway, is regarded in the latter country as hastening the separation of Norway and Sweden. The Norwegians do not think the dissolution would involve international complications, nor do they fear a Russian invasion. A significant speech was made by Bjornson, the poet and dramatist, in Aalborg, Denmark, on Monday. He was quoted the other day as being ready to treat with Russia in order to secure the independence of Norway, but his latest speech indicates that he has a larger outlook, regarding the dissolution of the union with Sweden as preliminary to a mutual arrangement between Norway, Sweden and Denmark. He said he desired to see the Norwegian, Swedish and Danish races united. They numbered altogether only 10,000,000 souls, and must hold together. "Norway," he declared, "must become free, as the other Northern races are. Until she is free and independent it will be impossible to deal with the next question, how we small States are to arrange our future."

In Sweden the situation is discussed with calmness, but with a full recognition of the fact that separation is threatened. Nevertheless, they uphold the king in his veto of the separate consular law.

The Norwegian Storting will this week consider the situation, and in the meantime negotiations have been discontinued.

A GOOD GOVERNOR

If Chicago has a good mayor, the state of Illinois appears also to have a good governor, who is determined that the corporations shall not ride rough-shod over the cities of the state. A Chicago despatch gives this statement of his successful effort to protect Chicago from a gas monopoly: "Governor Charles S. Deneen of Illinois was determined that the Prairie State should have no more gas scandals and when he signed the gas bill the other day he put the finishing touches to the most important piece of legislation passed by the forty-fourth general assembly, recently adjourned sine die. It is the consensus of opinion among politicians that Deneen as chief executive of the Commonwealth of Illinois has accomplished material things for the people and there is none who will deny that he has fortified himself politically as a result.

"To Governor Deneen first must be given the credit for the passage of the gas price regulator bill which the people of Chicago have been clamoring for ever since the gas consolidation and franchise acts were passed eight years ago, giving the gas trust a monopoly in the lighting industry. The governor's ultimatum to the Legislature was: 'Give Chicago the right to fix the price of gas. If you don't do it, I will call an extraordinary session of the Legislature for that purpose.' The leaders, who remembered Deneen as State's attorney, knew that he meant it, and they accepted the inevitable and passed a bill giving the city council the power to fix the price of gas."

Monday's Quebec Telegraph tells of the landing of nearly 3,000 passengers from ocean steamers at that port on Sunday and Monday, and says: "Out of the 2,900 passengers who arrived over 2,500 were new settlers, mostly all British, and a superior looking lot of people of some means, who have come out to people the great Northwest. They were mostly all young, especially the men, whose ages ranged from 18 to 30 years."

A Philadelphia despatch says that the gas lease fight served as the text for many sermons in the churches on Sunday. While all the clergymen who referred to the contest expressed gratification over the result of the agitation, many of them exhorted the members of their congregations to keep up the fight that has begun, and support the mayor in his struggle with the Republican organization of that city.

A Montreal despatch to the Quebec Telegraph states that the government of Quebec province has decided to establish an agricultural college at a cost of nearly a million dollars. Premier Gouin of Quebec has proved himself to be in favor of an advanced educational policy, and if the statement above quoted is correct the new premier will be recognized as one of the most progressive in the history of that province.

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THE SUSSEX DAIRY CASE

Several Witnesses Examined Yesterday and an Adjournment Taken Until Friday.

The dairy investigation at Sussex was resumed yesterday, and after considerable testimony had been taken was adjourned till Friday morning at ten o'clock.

The testimony was largely technical and similar to what had been submitted previously, and the majority of the witnesses were young men who had been connected with the factory and school as students or employees.

Geo. Fowler, M. P., and W. B. Jonah appeared for Mr. Eveleigh. Nelson Eveleigh, the creamery superintendent, was re-called, and swore that when he wrote his letter to Frank Smith, M. P., in which charges were preferred, he did not suppose it would be given publicity. He cherished no enmity toward the instructors, but if the investigation would result in creating an improvement in the branches of the creamery and school he would not regret having written the letter. He could not say the instructors were strict temperance men and he believed to be for the best interests of an important and growing industry.

Several former pupils of the school testified there had been no complaints of an unusual character during the time of their terms of instruction and none of the instructors had showed any signs of intoxication.

Nelson Eveleigh recalled Mr. Mitchell's complaint in the spring that the tempering vat was not clean. Subsequently the witness gave orders to have it cleaned. Nearly every spring there had been complaints about the improper state of the separator. It was customary to have them sent to where they had been made for repairs. The witness did not consider the machines either unsafe or unfit for use.

The witness in explaining his position as a shipper of feed and flour, said he had been doing so to accommodate the farmers. He did not believe he made more than \$1.50 profit on every ton of feed shipped. Some of the goods he trusted the farmers with had not yet been paid for. When he entered the dairy supply business it was to help along the factory.

Austin Lockhart was next examined, and testified he had taken a course of instruction at the dairy school and had never seen any signs of liquor on the instructors.

Herbert Parlee, C. W. J. Upham and Everett Moore gave evidence relative to supplying milk to the factory and the session was adjourned until Friday.

MAYOR WEAVER

Philadelphia's Mayor a Devout Baptist and Bible Class Teacher.

Mayor John Weaver of Philadelphia, who is just now prominent in connection with the gas lease, is a talented lawyer. While he was district attorney he procured convictions in many election fraud cases, and when elected to the majority in February, 1903, he won on the platform: "I recognize Almighty God as my boss, and by Him alone will I be guided in my every act." He is a devout Baptist, teaches a Sunday School class, and over the desk in his office are the lines: "For the cause that needs assistance, for the wrong that needs redress, all the good that I can do." Mayor Weaver was born in England forty-two years ago and was brought to Philadelphia by his parents in 1860. By hard work he gained an education, and now stands in the front rank of the legal fraternity. He also is considered to be one of the best dressed men in the city.

The greater part of Mayor Weaver's day last Sunday was taken up with religious duties. He attended services at Temple Baptist Church in the forenoon, and in the afternoon he taught his Bible class at that church as usual. At the conclusion of the morning services the mayor and Mrs. Weaver were surrounded by nearly all the members of the congregation and congratulated. During the exercises, informally opened the Sunday school session, the superintendent referred to the mayor and the part he took in the gas lease fight. Mr. Weaver was called up to speak a few words, and among other things said: "It's the people's victory. The people have given me entirely too much credit. I say to you its a victory, a magnificent victory of the people. But in resulting in victory, splendid as it has been, we must not for a moment imagine that the task has been accomplished. We shall have a long and probably tedious fight before us, but with the help of God the people will eventually come out victorious."

PHILADELPHIA, May 30.—Attorneys for Peter E. Costello and David J. Smyth, who were removed from their official positions by Mayor Weaver during the gas lease fight last week, notified counsel for the mayor today that they would withdraw the injunction proceedings against Mr. Weaver and his new directors when the case comes up for argument tomorrow in common pleas court. The attorneys have already notified the court. Beyond the abandonment of the court proceedings there were no developments in the political situation today.

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MARINE NOTES

A cable has been received announcing the arrival at Hong Kong of the ship Jordanhill, commanded by Captain Kenneally, of this city. The Jordanhill sailed from New York last December. This is entirely good news for the captain's family; the ship was long overdue.

Furness steamer Uluda arrived at Halifax yesterday from London. She has on board cargo for this port, which will be forwarded over the I. C. R.

Battle line steamship Manilla arrived yesterday morning at Philadelphia from Santiago de Cuba.

A contract has been made to discharge the balance of the cargo of the British bark Antigua at Bahia, for \$2,500, "no out, no pay."

Apparently only a small portion of the cargo of the British brig L. G. Cro-by, from New York for Rio Grande do Sul, which put into Barbados April 24 in distress, has been damaged.

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POLICE REPORTS

Freed Cheesman's express wagon broke down on Charlotte street yesterday. The front wheel caught in the street car track and was badly broken.

The department have been notified of a flow of water from a stop-cock at the corner of Pond and George streets, also at the corner of North and Mill streets.

Charles Duggan and Henry Burt have been reported by the police for disorderly conduct and throwing stones and other missiles on Pitt street yesterday.

The police were called into Fred Nolan's house on Middle street to suppress a disturbance between him and his brother. The door of Oak Hall was found open and secured by the police last night.

The steamship Dausborg, Captain Kuhl, cleared at Cape Tormentine last Monday with a deal cargo for Preston, G. B. Allan Cruickshank of William Thomson & Co. went over to clear the ship. He returned last evening.