

THE EVENING TIMES.

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NICKEL STEEL RAILS

An Ottawa despatch in this morning's Telegraph stated that the railway commission will make a rigid enquiry into the question of the quality of steel rails used on Canadian railways, to ascertain the extent to which broken rails are responsible for railway wrecks. It is stated that thus far no complaint has been made as to the quality of Canadian made rails.

The question whether steel rails of poor quality have or have not been responsible for many great railway accidents during the past few years continues to excite attention. The latest expert to give his opinion in the premises is Charles M. Schwab, who in an interview says:

"When I was with the United States Steel Corporation I advised that preparations be made to meet the needs of the railroads in the matter of rails. As I remember, it was five or six years ago that I came to the positive conclusion that a better rail would be an absolute necessity on account of the constantly increasing speed and weight of trains. The day is not far distant when the railroads will pay three times \$28 a ton for the rails on which to carry their trains, and producing mills must be specially equipped to meet the demand. Very little has been done by anyone to anticipate the demands of the railroads, except what we have done at Bethlehem, where our works were equipped to supply basic open-hearth steel rails which the railroads now agree are a superior rail and must in time supplant the Bessemer to a very great extent. Tests are not conclusive yet, but so far as they have been made they are decidedly to the advantage of the basic rail. The head of the rail now in use is too heavy and the flange too light. The impurities which cause the breaking of the Bessemer rail are there principally because the rail must be rolled while very hot. I believe the superiority of the open-hearth will remain, however, even if a new shape is adopted for the Bessemer. But the final solution will not be found in the open-hearth rail, although its general use will help. The railroads are too important a part of the country's wealth, and human life is too precious for either railroads or people to be content with anything short of the best, and the best is found in nickel steel, or some other alloyed steel, which can only be made at a cost largely in excess of the price now paid for steel rails. Some rails of this kind have been used by the Pennsylvania, and, while results were not entirely satisfactory, they showed, I think, that this kind of rail will surpass all others. Rails of this kind were made by the Steel Corporation while I was with it that are still giving good service on the Pennsylvania. They were not made under the best conditions, and the mills were not equipped for their production. Such rails will, I think, soon be called for by the railroads, and the steel mills will change their plants to furnish them."

In addition to the remarks of Mr. Schwab we have the following from Collier's Weekly:

"A very serious question has arisen in connection with the epidemic of railroad accidents that has horrified the country. The railroads have become tired of carrying the responsibility alone, and they have made a concerted effort to shift a part of it. Some time ago it was stated that many of these accidents were due to broken rails. Then it was intimated that the breaks were caused by flaws in the rails. Now the matter has advanced to the stage of definite and positive charges against the rail manufacturers, particularly the United States Steel Corporation. The report of Vice-President Kruttschnitt of the Union Pacific, read at the meeting of the Board of Directors on May 9, stated that in the single month of February 449 broken rails had been found on the lines of that company, of which 179 were new ninety-pound rails laid within the preceding six months. In a communication to the New York State Railroad Commission W. H. Truesdale, president of the D., L. & W., asserted that under existing monopoly conditions the roads were completely at the mercy of the manufacturers. On May 11 W. J. Wilgus, vice-president of the New York Central, issued an official statement, said to represent all the Eastern roads, in which he asserted that the new hundred-pound rails were not as strong as the eighty-pound rails made a generation ago. Mr. Wilgus made the pertinent suggestion that if the American manufacturers could not be induced to make rails of the material and quality demanded for the safety of traffic, the tariff duties on foreign rails should be abolished. The railroad experts agree that the open-hearth process should entirely supplant the Bessemer process for making rails. Judge Gary, the chairman of the United States Steel directors, was moved by the storm of criticism to issue a statement saying that the subject was under careful consideration by a committee of experts representing both the manufacturers and the railroads, and that it was believed a standard of excellence that should not be questioned would be agreed upon."

GOOD CROP PROSPECTS

The Winnipeg Free Press quotes Mr. William McBain, of Toronto, who was sent west by investors to enquire into weather conditions and crop prospects in Manitoba and the newer provinces, to the effect that there is no cause for alarm, and that agricultural prospects are good.

"In the days of less speedy agricultural methods," he said, "crops had been sown as late as June 1, and had matured, and

while seeding was a little late this season there was no cause for anxiety. In the early days seeding was never considered over until May 24, and though this was a most extraordinary spring there was no evidence that there would be a falling off of the crop."

The Free Press adds:—"It is evident that some misleading reports of the actual situation have been circulated throughout the east, and that capital has been made of the backward spring to boost the interest of southern climates. Mr. McBain will compile a report on the actual situation with reports from farmers who have been in the country for long periods."

The Free Press itself has since made exhaustive enquiries, and this morning's Telegraph has a despatch giving the result; which is that seeding is almost completed, the early-sown wheat growing rapidly, the soil in splendid condition, and the prospects fifty per cent better than they were ten days ago. All that is now needed is satisfactory growing weather to produce an average or better crop.

In eastern Canada the season is also later than usual, but the conditions are now favorable, and there is as yet no ground for fear that any crop will not turn out well. A few weeks of good weather work miracles of growth in the climate of the maritime provinces, as well as in the west.

Yesterday's successful sports on the Victoria grounds should do much to stimulate local interest in athletics. There was a large field of competitors, the various events were well-contested, there were no long waits, and the on-lookers were well-pleased with the exhibitions of speed, endurance, strength and agility. The lessees of the grounds desire to make them of as much service as possible for practice purposes, and but for the necessity of raising funds to pay expenses would have made them even more generally available for public use. While there was a large attendance yesterday, it should have been at least twice as large, on a fine holiday, with such a field of attractions. In athletics as in everything else, the competitors are the more keen where there is public recognition and encouragement of the efforts put forth.

"I seem to have been hearing about 24th of May drowning accidents all my life," said a citizen last evening. The remark was made in relation to the fatality at Lake Latimer yesterday morning, and put in words the thought of many. The 24th is the first real holiday of the early summer, and a very large number of persons spend the day on lakes and streams. And nearly always there is the story of an accident. It may be a leaky boat, a squall, inexperience, over-confidence or other cause, but the result is the same—there are some to mourn when the holiday has ended.

The Winnipeg Free Press remarks:—"A fresh instance of the fact that in Great Britain elections are not, in Mr. J. Israel Tarte's celebrated phrase, 'made with prayers,' is afforded by the resignation of Mr. Hambro, M. P. for Wimbledon. He has represented that constituency for six years, and it has cost him, in all, some £6,000. Finding the financial strain too great, he has decided to drop out. And yet we shall doubtless continue to have the British way of carrying constituencies held up as a pattern of perfection. The case of the disfranchisement of Worcester last year shows that downright, wholesale bribery of electors is not unknown in England."

General Kuroki, the quiet but observant Japanese gentleman, in the course of his tour in the United States discovered the national weakness, and in an interview in New York this week he praised everything and everybody with an oriental wealth of expression that must have made the eagle plume himself even more proudly than usual.

The proposed improvements to facilitate the handling of freight at the I. C. R. yards are greatly needed and will only temporarily relieve the pressure of a steadily growing traffic. There must ere long be a very much larger expenditure, to ensure prompt handling of cars and their contents in the busier seasons of the year.

A flying survey of the proposed St. John Valley Railway route is already under way, to be followed by the engineers if it prove favorable, as all who know the route are confident it will be.

It has been discovered in Ontario that school books have been costing more than twice as much as they should. The enquiry should be extended to this province.

Delightful weather made yesterday an ideal day for enjoyment out of doors, and the thousands who went afield came home the better for the outing.

The newest wharf on the west side has presented a bone of contention for the aldermen. This is unfortunate, though not without precedent.

Mr. and Mrs. E. Tiffin, of Moncton, are at the Royal.

Mrs. Jno. Kenny left by steamer last evening for New York on a visit to her sister, Mrs. F. Murphy.

James S. Neill, of Fredericton, was in the city yesterday.

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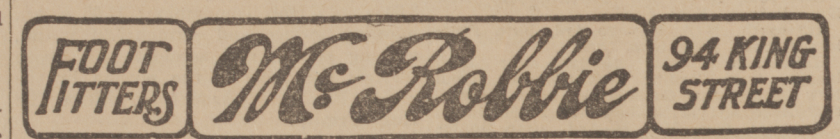
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THE FLYING WHEEL

When I was young the days were long,
Oh, long the days when I was young;
So long from morn to eventide,
As they would never end at all.

Now I grow old Time flies, alas!
I watch the years and seasons pass
Time turns him with his fingers thin
A wheel that whirrs while it doth spin.

There is no time to take one's ease,
For to sit still and be at peace;
So fast the wheel of Time turns round,
The silence hath no other sound.

Yet still it turns so giddily,
So fast the years and seasons fly,
Bated with the noise and speed I run
And stay me on the Changeless One.

I stay myself on him who stays
Ever the same through nights and days
The One Unchangeable for aye,
That was and will be the one Stay.

O'er whom Eternity will pass;
But, as an image in a glass
To whom a million years are naught,
I stay myself on a great thought.

—Katharine Tynan in the Catholic World.

IN LIGHTER VEIN

"What sort of dogs is Walter Wellman taking with him to the North Pole?"
"Edible, I think."

"I presume your children ask you a great many embarrassing questions?"
"Yes; it is wonderful how like their mother those youngsters are."

"Ranter has been signed by the manager of a musical comedy."
"Ranter? Why, he can't sing."
"No—that's the reason they signed him."—Chicago Journal.

CRANKY.

A cranky man always imagines he is a great disciplinarian.

OMISSIONS.

None of the dispatches mention whether Alfonso "set up the cigars" or merely "bought the beer."

NOT STRAIGHT.

She tried to kill him with a glance,
But, she was, truth to tell,
So cross-eyed that, by grievous chance,
An innocent bystander fell!

THE READY TRAMP.

Kind Lady—"Here is a glass of water. Certainly you can drink that."
"Tramp"—"No, mum. I've got an iron constitution, and the water would rust it."

WHY HE MARRIED HER

His wife (an heiress)—Do you remember how badly you were embarrassed when you proposed to me?
Her Husband—You bet I do. My available assets were about \$10,000 less than nothing.—Chicago Daily News.

THE POLITICIAN'S TASK.

"When a man makes a speech," said the succinct person, "he ought to be able to tell all he knows in ten minutes."
"Yes," answered Senator Sorghum, "but it takes hours sometimes to conceal what you don't know."—Washington Star.

"I suppose electricity will eventually take the place of steam," remarked the mechanical chap. The man who lived in the apartment house shivered.

"Something has already taken the place of steam in my radiators," he remarked. "I'm afraid to ask the landlord."

SAW HIS FINISH.

Finnegan—Shure, I niver t'ought Hooley'd stop drinkin', but he's done it.
Flanagan—Go 'way wid ye, Shure I seen him in Gilligan's saloon half an hour ago drinkin' ivrythin' in sight.

A CORPORATION PARALLEL.

The late Henry Altemus, the well known Philadelphia publisher, disliked trusts and foresaw trouble from them. At a journalists' dinner in Philadelphia, Mr. Altemus said of trusts:

"They remind me in their cupidity of a boy I once knew.
"This boy's mother ran into the nursery one afternoon and said:
"Jimmy, what's the matter with your little brother?"
"He's crying," the boy answered, "because I'm eating my stick of candy and won't give him any."
"Is his own candy finished?"
"Yes, ma'am, and he cried while I was eating that, too."—Baltimore Sun.

PLAGUE IN INDIA

(Montreal Witness.)

India is never quite free of the plague. Every year it carries off the natives by thousands. In some years it is more virulently epidemic than in others, and in certain places regarded as holy, it is always present. The city of Benares, with all parts of India at appointed periods, is a great plague centre. The government has done everything possible in the way of sanitation, but as many of the pilgrims are suffering from disease and go to the shrines with the hope of cure, they spread the plague by contagion, in spite of precautions, hampered as they are by native prejudices and sensitiveness to interference by authorities of a foreign race and religion. Strange as it may seem, the very beneficence of British rule tends to the creation of conditions which produce and extend the ravages of the plague. The masses in the enjoyment of peace and security multiply at an extraordinary rate and, though it takes little in the way of food to support them, population is always pressing on the means of subsistence. With almost mathematical regularity, periods of scarcity occur; even the few handfuls of rice fall short, then comes famine, hampered as they are by Government returns, quoted in the dispatches, give an idea of how fearful the plague in India is. For the six weeks ending May 11, the number of deaths reached the appalling total of 451,892. In the Punjab alone, from which reports have lately come of political unrest and rioting, 286,777 deaths occurred. One would think that people so terribly afflicted would have enough to occupy them and give practical scope to their energies without indulging in political agitation. It may be, however, that they regard the ravages of disease with Oriental fatalism, though, like people supposed to be more enlightened, they probably blame the government for everything that goes wrong with them.

Fireworks for 24th

Fire Crackers—75 for 1c., 14 for 1c.; 20 for 1c. Cannon Crackers, 3 for 1c.; Box Torpedoes 1c.; Sky Rockets, 1c., 2c., 6c.; Roman Candles, 1c., 2c., 3c.; Miniature Batteries, 1c.; Surprise Box, 1c.; Red Beacon, 1c.; Serpent, 1c.; Skidoo, 1c.; Wind Mill, 1c.; Golden Rain, 1c.; Busy Bee, 1c.; a good assortment at 5c. each.

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