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EXPENDITURES IN EAST AS VIEWED IN THE WEST

The Toronto News Declares There Has Been Enough Waste to Construct the P. E. Island Tunnel—A Plea for the Latter.

(Toronto News.)

In the House of Commons the other day a vigorous attack was made on various petty local expenditures in Nova Scotia and New Brunswick. There is hardly any doubt that many of these expenditures were practically useless, and had no other object than to serve the interests of Liberal politicians. Substantially they were party investments made out of the public treasury. In bulk they make a sum of some magnitude, but the amount does not constitute the chief ground of objection. We have been too ready to forget that we have an East as well as a West, and too often we have addressed a type of criticism to the Eastern provinces that we do not think of applying to the Western communities. We have not been careful to develop an identity of

interest with the Eastern people, and seem to have forgotten that they made sacrifices for Confederation, and have profited far less by the union than the industrial communities of Ontario and Quebec.

It is only lately that the Intercolonial Railway was extended to Montreal. It is only lately that we have realized the national advantages of developing the Atlantic seaports. During the last few years St. John has shown a more robust national spirit, and has assumed heavier obligations in order to create a great port for the handling of transatlantic freight than any other community in the country. There is a revival of public spirit in Halifax, and an eager ambition to share in the freight and passenger traffic to and from the Old World. In so far as

these objects can be served by the new national Transcontinental Railway, by a fast steamship service, by other legitimate public expenditures and by reasonable fiscal adjustments for the benefit of Eastern industries, the rest of the country can afford to be sympathetic and generous. In fact, we can very well afford to give close and persistent attention to the agricultural and industrial possibilities of the Eastern provinces, and to take every convenient means of establishing closer commercial and social relations between these central provinces and the maritime communities.

We have the right to ask that the Intercolonial Railway should be operated as a commercial highway, but we should also see that it is thoroughly equipped for through traffic, and that its local rates are so adjusted as to serve local interests, and develop local industries. We pay the Eastern people a poor tribute when we assume that they can be bought with a horde of little peddling grants, intended generally to serve the exigencies of government politicians, and with no national scope or national purpose in their distribution. We may expend millions in taking over dead branches of local railways, make a few local politicians rich in the process, and indirectly bleed the public treasury for campaign contributions. But these expedients will not result in any revival of industrial energy, nor improve the status of the stable sources of wealth, nor materially help the agriculture or the fisheries of the sea coast provinces.

The millions that we have frittered away in petty and unproductive electioneering projects would have built a tunnel between Prince Edward Island and the mainland. We have treated the Island, with its thrifty and spirited population, as a poor relation, and have tempted, by periodical cash bribes, to ignore the vital feature of the union compact. We undertook to place the Island in continuous communication with the Intercolonial Railway and the railway systems of the dominion. But all our schemes and devices to this end have proved to be feeble and abortive. Over and over again the politicians of both parties have made promises that the pledge would be observed, and always without substantial result. Sir Wilfrid Laurier, when he was in opposition, said: "I hardly would have thought an expression of opinion as to the construction of a tunnel to connect the Island of Prince Edward with the mainland necessary from me. Every man who has given any attention to the condition of things and the necessities involved by the

entering of the Island into Confederation must admit that such a tunnel must be constructed if the thing is reasonably practical."

But the pledge has not been kept, and still for weeks at a time during severe winters, the Island is closed to the outside world, and all its business activities paralyzed. Mr. M. J. Haney has estimated that a tunnel can be constructed for ten millions of dollars. Can we avoid this expenditure if no other means of completing the terms of union are practicable? That no other scheme is practicable seems to be pretty conclusively demonstrated. There is season to think that by reasonable economy and sound business administration at Ottawa that sum could be set aside in one or two years out of the savings on petty and useless political expenditures. This country has money enough for necessary public works. It should have no money for petty graft and mere partisan bribery. The very fact that the Island has a small population and is weak in parliament is a supreme reason why we should give sympathetic attention to its representations and observe the very letter of any engage-

ment into which we have entered on its behalf.

THE EMPRESS HAD 600 PASSENGERS

C. P. R. Liner Sailed for Liverpool Last Night.

The C. P. R. liner Empress of Britain sailed at 11.30 o'clock last evening carrying the overseas mail and about 600 passengers. The second section of the Montreal train was late and the steamer was held until the midnight tide. Among the saloon passengers were Lord Lascelles, of London, A. Gobeil, formerly deputy minister of public works for Canada, his wife and daughter; Capt. D. MacLean, of Dunedin, New Zealand; J. Stevenson, of the Edward Sinclair Lumber Company, Newcastle, and F. L. Craig, of Halifax. The other saloon passengers were: W. Bucknall, Mrs. Bucknall, London; L. J. Calder, Saskatoon; Mrs. A. Carrick, Miss

M. Carrick, Vancouver; Miss E. C. J. D. Ivey, Mrs. Ivey, London; Miss Ivey, Toronto; Miss Sybil Johnston, London; A. U. Jones, Montreal; T. H. Kilgour, Toronto; Mrs. McLean, Dunedin; Rev. G. S. Edgcombe, London; R. Fortgill, Mrs. Fortgill, London; Charles Harper, Shanghai; Mrs. A. J. Harvey, Mrs. Hayward, Miss Hayward, St. John's; Leslie Hill, Nelson; Mrs. Hutchison, Miss Hutchison, Victoria; G. N. Illingworth, B. Wollen, Montreal.

How to Get Strong!

There is no opportunity of accomplishing much in this world if handicapped by poor health. Fancy a man compelled to work hard with worn out blood in his veins—picture a woman anything but miserable when her delicate organism is out of gear. It's the man who tires easily and the pale and nervous woman that will find hope and health in Ferrozone. It is not only a most strengthening medicine, but is food for both blood and nerves—in fact the whole system becomes filled with vitality and power when Ferrozone is used. Let it drive out that weakness, let it nourish and vitalize your worn-out constitution, let it supply the strength, muscle will, however, play a series of friendly matches with the best known clubs and exponents of the ancient Scotch game in England. Ellis Knowles, of Yale, the present intercollegiate champion; W. T. West, captain last year of Princeton; H. Wilder, of Harvard, president of the association; W. Fellows Morgan, also of Harvard; Harry T. Peters, Jr., of Princeton, runner-up last year to Knowles, and Robert Abbott, the intercollegiate champion in 1905, are the men who are practically certain to go.

The effect of Ferrozone is not temporary—it is permanent—it lasts, and that is why it is used by thousands to whom nervousness, languor, loss of sleep, poor color, loss of appetite and debility, you can use nothing with more certain results than Ferrozone, 50c. per box or six boxes for \$2.50, at all dealers.

MOTOR RACING.

With races at Savannah held this past week, a contest of endurance now on between cars of different nations on what seems an impossible journey from New York to Paris and the Vanderbilt trophy in Westchester county, New York, scheduled for next month, the man whose sporting enthusiasm expends itself on automobilism as a sport or a recreation is starting the year 1908 most auspiciously. Now to add still greater interest to this calendar only a few of whose possibilities have been suggested, the announcement is made that the Vanderbilt Cup race, America's blue ribbon motor event, which was not run last fall because of the difficulty of getting the proper course with ample provision and protection against accidents, such as marred the running of the event the preceding year, is not only promised for next fall but assured inasmuch as the ground for the course has been already purchased. This means still another event in which the competition will be truly international. And not to confine to this country our attempts to wrest the long held honors of motoring from the foreign drivers and makers, an invasion of Europe will also be made this year. This is in the Grand Prix, the greatest race of its kind held in Europe this year to be run over the same course as was utilized in 1907 ten times around the Dieppe circuit, or a total of about 478 miles. Montague Roberts who ran the American car a part of the way in the New York to Paris race, will sail for abroad in May in time to begin practicing on the Dieppe course early in June. Two other cars besides the one which this driver will handle will go abroad with a crew of mechanics and assistants accompanying the drivers, who will represent this country in the Grand Prix race. The Automobile Club of France the governing body of the sport in that country, will again have charge of the race. Sixteen thousand dollars have been appropriated for the event, and preparations are being made which will make the affair more important than ever, as all the countries of Europe are certain to send representatives.

It is interesting in view of the participation this year of Roberts and other American drivers to learn that last year 34 cars, representing six nations, took part. Nazario, who has been seen in this country in the Vanderbilt Cup contest, in races in Florida and so forth, won the event driving a Fiat car for Italy. He also won the German Emperor's Cup and the Targio Florio in Italy, and it is from a de-

sire to see the palm of victory rest with a French maker and driver that the French club is making such strenuous efforts to make the race a very big success. More entries than last year are assured, and it will be one of the biggest meets of the year. The Fiat Company has already made its nomination for the three entries allotted each manufacturer by sending the names of the invincible Nazario, Lancia (the latter also seen in this country in the Vanderbilt and other big races, many of which he won) and Wager, who won the last Vanderbilt Cup race in 1906.

While on the subject of automobilism it may be worth recording some figures in connection with the manufacturing end in this country. Statistics recently compiled show that the total value of American-made machines for 1907 was about \$106,000,000. More than 53,000 pleasure cars were manufactured in the 12 months, all but 5,000 of these being gasoline-propelled cars. The capital employed in turning out these cars and marketing them reaches the amazing total of more than \$94,000,000, 38,000 employees being engaged on the work in the factories. These figures, be it remembered, apply only to the direct manufacture, and it has been carefully computed that in the allied trades of making tires, lamps, speedometers, etc., 29,000 additional men were employed, the business representing a capital of nearly \$37,000,000. Garages and sales places employ 22,000 men, and stand for a capital of \$58,000,000. Totalling these figures gives us a value of product sold in the automobile world in the United States of \$106,000,000; total capital employed, \$172,000,000; men employed, nearly 109,000 persons. These amazing figures partly explain why more American and fewer foreign cars were sold in this country in the twelve months tabulated than ever before. Yet France did not feel any falling off in business even if her manufacturers did not sell so many cars in this country in 1907 as before the French makers made and sold more cars to other nations than in any other year.

IN THE WORLD OF SPORT and RECREATION

BY PAUL THOMPSON

SWIMMING.

Since early in February the swimmers of the Eastern colleges have been devoting their spare time to perfecting themselves for the annual championship. To this end hardly a week has passed that has not witnessed some sort of a dual aquatic meet. On April 4, in the Princeton tank when the individual championships are held, it will be possible to see just what has been done in developing new swimmers. This year promises to be unusually interesting for the reason that many of the universities have lost their stars, "Sams" Remser, the Hawaiian track, for example, having left Pennsylvania, as has De Bow, the intercollegiate plunge record holder, while Yale mourns the loss of Stoddard, the former Lawrenceville star, who was considered one of the best present-day college swimmers. Davism, of Princeton, is the Tigers' notable loss because of his illness, and so on through the list, yet as each has lost some man who was counted upon as a point winner, it means that one of the best competitions ever celebrated will be the result. No one has the temerity to pick winners, and the honors may go to Yale, Princeton, Pennsylvania, Columbia or Harvard, of the big colleges, or may even fall to the lot of the College of the City of New York. If there is an advantage it is conceded to Princeton, largely because of last year's victory.

BILLIARDS.

In a recent letter took occasion to comment on the game of billiards in this country, who some of the stars of the green cloth are and when they first came into prominence. On Friday of this week Willie Hoppe and George Sutton will clash at Madison Square Garden. Considered for the 18.2 ball-line championship, inasmuch as the amateur championship is to be settled at Chicago this month, and Hoppe has already met Jacob Schaefer at Chicago at the 18.1 ball line game, and, with more duels and championships to follow, the knights of the billiard table are claiming more than their share of the sporting public's attention.

BASEBALL.

In a few more weeks the baseball season will be on, and the heart of the fan—and he is truly legion in this country, where it is the national game—will be made glad. In the Southern trips for training purposes, to try out the men who have been secured from the minor leagues and to get in shape the veterans whose positions are more than secure, the baseball enthusiast has had a foretaste of what is to come. These Southern trips are most interesting to the layman, because they are so completely at variance with what the onlooker would expect of men in training for a long, arduous season of big league work. In the first place, in the strict acceptance of the word, there really is no training for the men on the squads do not do the work that an athlete, whether an oarsman, a pugilist, or other like men of brawn and muscle, goes through in preparation for a big contest. The ballplayer has no compulsory hours of sleep and no certain diet and no particular muscles are cultivated or looked after. Teamwork is what is sought, and

this makes up 90 per cent of the work done in the South. It is in this manner, working under a Southern sun, that the soreness from nouse of their muscles in the winter is taking out, there is not a player, no matter how long he has been on the diamond, who is not in need of this training. In the cold North it would be impossible to get into condition, hence the selection of the South, with its warm air, in which the men can perspire without catching cold or getting rheumatism. The veteran does not need much drilling, for he knows what to do, and how to do it,

markable big salaries they draw, salaries which they could earn in no other profession or business. Yet ballplayers are notorious for this very thing. They eat more pastry and indigestible foods than any ordinary man without any necessity for keeping in condition would dream of consuming. Such things for example, as pies and rich desserts, and lobster and chicken salads, yet somehow, no one knows just how, they seem to thrive on this sort of thing and to be always in condition for a season that lasts from the middle of



All the major league teams go South to enable the men to straighten out their muscles and to instill ideas of "inside baseball" in the players secured from the minor leagues. Here are pictured two noted New York American League players—Kleinow and Keeler—taken in a small Southern city.

but with the newcomer this is not true, for he must work day after day with a veteran player as mentor driving home an idea for playing a position until it becomes second nature or instinct to do so under such conditions. This is developed that wonderful teamwork which wins so many battles later on, when headwork offsets greater skill or the individual superiority of one or more of the opposing players. As regards their dieting and hours of sleep, ballplayers are allowed to exercise their own judgment. They must be in condition, and if they overeat or overdrink they are the ones to suffer, for it means losing their position and the re-

April until the middle of October. Baseball players engage in many vocations in the off season when they are not playing, but it is to be questioned if many have had to seek and secure a release from the position of superintendent of sewers, as Unglaub, of the Boston Americans, had to do in Williamsport. The board of aldermen, of course granted his request, and will welcome him back to his winter position on October 1.

THOROUGHbred RACING. Thoroughbred racing in the East begins tomorrow with the opening of the season



At a race meeting in Stockholm, Sweden. There is a marked difference between this and the tracks in this country thronged with thousands and thousands of thoroughbred followers. The Eastern season begins at Bannings, Washington, D. C., tomorrow.

at Bannings, the Washington, D. C. track. One very interesting event now slated for decision at this meeting, which is followed so rapidly by racing at the New York tracks, is a race for army officers. Can this have been inspired by the president? It is for four years old and up which have been unconditionally the property of regular army officers from January 1 to the time of the race. A cup valued at \$800 will be presented by the War Department to the regiment, corps or staff department to which the winner belongs, this to be competed for annually. In addition the Washington Jockey Club will give a cup to the winner, to become his personal property, and will also give cups to the second and third riders.

If Europe takes our jockies from us as she has done countless times in the past, often when the boys have grown so heavy that they could not make the weight required here, but were yet able to ride abroad, we sometimes get a few of the stars back. It is quite probably for example, that Milton Henry, who has been riding with such great success for Baron Rothschild in France, scoring among other successes the Grand Prix and the French Derby, will have one of the top weights in the Suburban, one of our blue ribbon turf events. Negotiations have already been started looking toward this end, by one of the best known owners in the east. Going abroad because of his avoirdupois, Henry has become one of, if not the leading jockey of France, receiving for his services to the Rothschild stables, the princely salary of \$20,000 a year. He is, moreover, one of the most popular jockies riding there. He has a fine country chateau at Chantilly, near the famous course, where he mapped out with Johnny Reid the latter's campaign in the 1907 English Derby which Reiff won with Orby for Richard Croker. He has entertained much at this chateau, where he makes his home with his wife, to whom he is devoted. Both come from New York's east side and are justly proud of Henry's wonderful success.

GOLF.

Golf is one form of sport in which there will be much interest displayed this summer because there will be a series of international meetings, in no sense, however, championship struggles. Several members

of the Intercollegiate Golf Association, the body in whose hands rests the management of the college golf championships, will go to England this summer. They will not leave until after college has closed, in June, and so will not be able to take part in the English amateur championships at Sandwich the week of May 25. On the other hand, they will be in England in time to compete in the Olympic championships at Deal in July, and doubtless will do so. While not looking for championship matches, the American college men will, however, play a series of friendly matches with the best known clubs and exponents of the ancient Scotch game in England. Ellis Knowles, of Yale, the present intercollegiate champion; W. T. West, captain last year of Princeton; H. Wilder, of Harvard, president of the association; W. Fellows Morgan, also of Harvard; Harry T. Peters, Jr., of Princeton, runner-up last year to Knowles, and Robert Abbott, the intercollegiate champion in 1905, are the men who are practically certain to go.

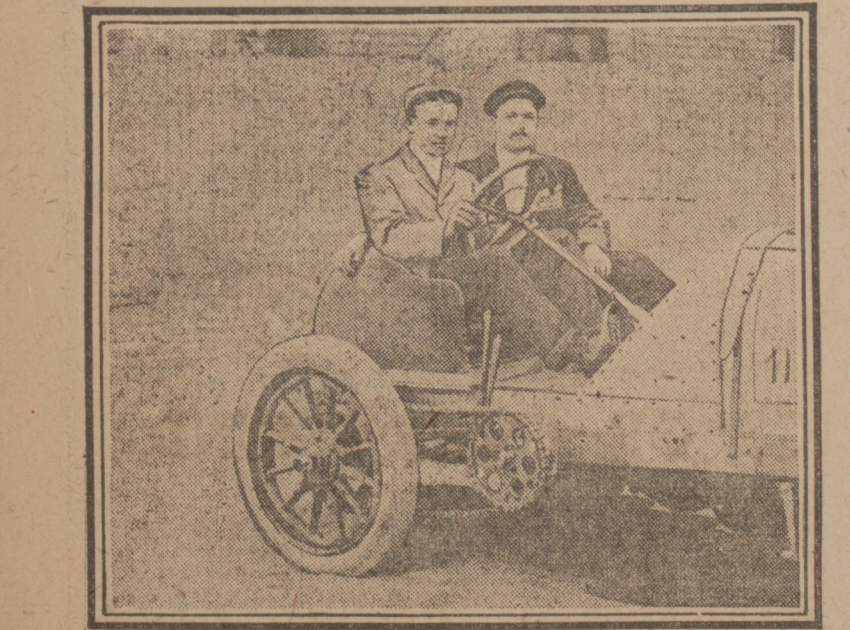
ROWING.

People ask why Charles Courtney, the famous Cornell rowing coach, scores successes so consistently with his crews at Poughkeepsie. It is not a very difficult question to answer, but I think that a recent incident at Cornell will throw some light on the subject, without very much additional comment on this being needed. Weed, stroke of the freshmen crew of two years ago, and naturally good varsity timber, was a member of the Cornell Masque, an undergraduate dramatic association, that had scheduled performances of their annual play at Rochester and Auburn. Courtney had already started work with his oarsmen, and when asked if Weed could leave Ithaca with the dramatic organization, most emphatically said no, and that Weed must, moreover, cut out all theatricals and confine himself to rowing. Courtney does not want his proteges leaving Ithaca at this time, even for a day, and doesn't care to have them divide attention between theatricals and aquatic. Weed, needless to state, gave up his role as an actor.

Whether Courtney or any of the other big rowing coaches ever advocate including octuple races in the Poughkeepsie regatta is more or less problematical. Even if they don't, Coach Goodwin, of Columbia, is determined to try the idea out anyway, so if they ever are adopted he will be prepared. Moreover, he sees a vast amount of good to be gotten out of this sort of rowing for the regular Columbia eight-oared crews, so every Saturday until the crew goes to Poughkeepsie he will have octuple crews on the Hudson racing against picked crews from the Metropolitan and other crack crews from the Harlem. A start will be made at two miles and the distance finally pushed up to four. It is an experiment that will be watched with keen interest by other rowing authorities.



Looking at the score—golfers at Pinehurst, where the first tournaments of the year are usually held. It may be worth noting that only a colored caddy is utilized in this part of the country.



Montague Roberts, the American driver who will go to France to compete in the Grand Prix.