

The Evening Times.

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THE BRUTE IN MAN

The brute in man dies but slowly. In this city last evening some fifteen hundred men paid to witness a series of what by courtesy are termed boxing bouts. Not only the gutter element, but men prominent in the public life of the city and province were present. By their action they encouraged the boy on the street to believe that to reach the pinnacle of fame he should become a bruiser. There is a lot of cant about the value of boxing as a means of physical development, and a comfortable ignoring of the moral effect of such exhibitions as that of last night. We are told there was no disorder, but, since the police were present, and it was announced that unless peace was preserved the affair would be stopped, the good order will scarcely be attributed to the benign influence of jabs and uppercuts. The last time there was a boxing exhibition here an unfortunate young man was killed. It was then hoped that the tragedy would sour the public taste for such exhibitions, but we are told there is to be a revival of the sport (?). The tendency in this kind of public sport is always downward. It is in ninety-nine cases out of one hundred bad in the end for those who follow it up year after year, and it stirs no generous impulses in the hearts of the onlookers. For one who sees in the bout an exhibition of science, to be critically admired, there are hundreds who only see a fight, and who want their victory to win. The appeal is to the passions, and the grosser passions of man's nature. The world will one day have done with it, as a degrading influence which can well be spared. The amount of profanity with which the reading of this gentle criticism will be punctuated by many readers is respectfully submitted in evidence of its truth.

PRAISE CANADA

The diversion of a considerable portion of the grain trade from New York to the Montreal route is still the subject of interested discussion in the United States press. The New York Journal of Commerce roundly denounces American railroads, and contrasts their course with that of the railroads, the government and the commercial interests of Canada, greatly to the credit of the latter. We quote:—

"The export grain trade has been light this summer, but the Canadian railroads have had the enterprise and foresight to make the most of it for the port of Montreal, while the great 'trunk lines' of the United States have supinely let them have their own way with it. The Canadian lines have made such rates as were necessary to get their share of the traffic, and they have got more than their normal share because the New York Central has insisted upon a rate from Buffalo that was sure to throw the bulk of the trade to Montreal. The Central has not been competing for business, but 'fighting' for increased rates and pretending that it is the way to improve conditions in time of poor traffic. The 3-1-2 cent rate for wheat from Buffalo used to be considered fairly remunerative and 4 cents now would enable the grain from the lakes to come to New York for export, but the railroad obstinately hold out for 5 1/2 and lets cars lie idle and grain go to Montreal. The Grand Trunk will take grain round through Canada to Portland at a rate to keep up its share of such export trade as is going, but the New York Central, with its control of the Boston & Albany, will not let it go to Boston. Montreal is getting the lion's share of the business, and Canadian railroad officials declare that their opportunity has been revealed to them and they intend to hold the advantage. When a full movement develops with the new harvesters, other ports will get what Montreal is not able to handle, but the Canada railroads and canals and the St. Lawrence port will see that its capacity for handling is increased.

"The trunk line policy, which has been dominated by the New York Central so far as grain traffic from Buffalo is concerned, is extremely short-sighted, even from the railroad point of view, while it is seriously injurious to the commercial

interests of this city. It would have been sensible for the railroads to hold their share of the traffic in a dull time, even at some sacrifice, and be prepared to avail themselves promptly of an increase in the traffic accessible to their lines. Grain-carrying from the lakes to the seaboard may be relatively unimportant to them in and of itself, and of diminishing rather than increasing importance, but the export grain trade is of first-class importance to the seaports for outgoing cargoes. This bulky freight can be taken at low ocean rates, but it is a necessary item in the steamship traffic and helps to maintain the regular lines and to attract the casual shipping to this port. It is one of the things that have given New York its pre-eminence and it is essential to its maintenance. It is an element in our foreign trade worth striving to retain and the foreign trade of New York is of no small consequence to the railroads terminating here. When it wanes it is bad for their business and when it increases they get a large share of benefit. There could be no greater folly in railroad management than failing to do all within reason to sustain each factor in the foreign trade of the seaports at which railroad lines terminate. The railroads of Canada make every effort in this direction because they see it is for their own advantage.

"The railroads, the government and the commercial interests in Canada are working together to develop the export grain trade through that country, especially by way of its one great port of Montreal. When the new government aided transcontinental lines are completed ports may be developed on the Eastern coast to escape the perils and high insurance of the St. Lawrence route and to supplement that route with one available for a longer season. So far as port accommodation and ocean transportation are concerned, New York has every advantage over any Canadian port on river or seacoast, except that of cheapness in handling cargoes, but this advantage may be largely overcome if Canadian railroads and canals make the cost of reaching the shipping points materially less than it is in this country, and that is what they are working for. Our established trunk lines, with their highly developed facilities, could certainly hold their own in this competition if they will.

"The grain trade by itself may not be so important to them as to the Canada roads, on account of the bulk and greater profit of their other traffic, but it is still important, not only for its own sake, but for the indirect benefit to the other traffic that will come from the encouragement of foreign trade generally. It is short-sighted folly to show indifference to it and allow it to be gradually lured away to other routes to build up other seaports at the expense of those on the North Atlantic Coast. Our main hope for retaining this trade lies in an enlarged and improved waterway, but until we get that the railroads are bound in their own future interest to do their share toward keeping it. When the canal is ready to take more of the heavy and bulky traffic it will give a stimulus to industry and trade along its line and at its termini from which the railroads will get a large share of benefit. Transportation men are too apt to think that they create industry and trade, whereas it is the growth of industry and trade that creates occupation for them, or rather the two forces must act and react upon each other and work together to produce the best results for both."

MARRIAGE CONGRESS IS BEING ADVOCATED

A Case That Has Arisen in France Emphasizes the Necessity for It.

Paris, Aug. 25.—The Paris society, which is collecting evidence in order to prove the need of an international marriage congress for the purpose of removing the inconveniences arising from the differing marriage conditions existing in the various countries in Europe, recently had laid before it the following case:

Ten years ago, a Frenchman married a German lady living in Paris. The couple moved to Denmark, where the wife sued for divorce, obtained it, and then re-married. As this divorce was pronounced judicially to the husband, he could not re-marry in Denmark.

He returned to France and instituted proceedings for divorce since the wife's divorce was not valid there. But the Tribunal of Seine refused the Frenchman's request on the ground that although in French law the marriage of the defendant would appear to be null and void, that marriage, contracted by the woman in good faith and in conformity with the law of the country in which she at present resides, must produce its effect so long as its nullity has not been expressly pronounced, and no demand having such an object has been submitted to the tribunals.

The judgment, which condemns the Frenchman to remain single both in Denmark where his former wife has re-married, and in his own country, has been upheld on appeal by the Judges of the Court of First Instance in Paris.

TOO MANY HARVESTERS.

Winnipeg, Aug. 25.—From all indications it would appear that the West is to have not only a sufficiency, but a redundancy of farm help this season. There are already almost as many men in the country as the demand calls for, and when the last of the specials from the East has arrived all places will be well filled. Hundreds of harvesters are idle at Moose Jaw, Saskatoon, Deloraine and Manitou.

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BARRIERS

(Pall Mall Gazette, London).
If you have known no loneliness exceeding those barriers all must face. If you have found no barrier impeding more strongly than that of space. If man or woman lives possessing power To merge in one your two—Give thanks as best you may: the evil hour is not yet come on you.

To learn in bitter need that not your dearest Can help to bear your load.
That souls are but dark forests to their nearest.
Where none may cut a road,
That though you pray till seventy times seven
For help in earth beneath,
You shall not find it—this surpasses even The bitterness of Death.

IN LIGHTER VEIN

AT THE SEASIDE.
"O George, can't you just smell the salt water?"
"More than that, Maria; I can taste it in the ice-cream."

MUST BE TOGETHER.

Spectator—"Give us two seats together."
Theatre Box-office Man—"Nothing but standing room, sir."
Spectator—"All right. Give us two standing rooms together."

HE KNEW.

Wise (bachelor)—"All babies look alike."
Youngster—"Until you have one of your own."

DON'T SAY "NOPE."

"Do you go to Sunday school, little boy?"
"Nope."
"Don't say 'nope,' that isn't right."
"Well, if I said 'Yep' I'd be tellin' yer a lie."—Boston Transcript.

WHAT SHE WANTED.

Captious Customer—"I want a piece of meat without any bone, fat or gristle."
Bewildered Butcher—"Madam, I think you'd better have an egg."—The Sketch.

KIND TO PLAYMATES.

Teacher—"If you are kind and polite to your playmates what will be the result?"
Scholar—"They'll think they can lick me."—Philadelphia Inquirer.

MAN'S EQUAL.

"But you must concede that women are the intellectual equals of men," said the suffragette.
"Never," replied the man, firmly, "never, until they have learned not to get off a street car backwards."—Philadelphia Ledger.

GOOD LOGIC.

An Irishman entered a country inn and called for a glass of the best Irish whiskey. After being supplied, he drank it and was about to walk out, when the following conversation took place:
Landlord—"Here, sir, you haven't paid for that whiskey you ordered."
Irishman—"What's that, you say?"
Landlord—"I said you hadn't paid for that whiskey you ordered."
Irishman—"Did you pay for it?"
Landlord—"Of course I did."
Irishman—"Well, then, what's the good of both of us paying for it?"—Tit-Bits.

HE WAS A WONDER.

Biggs—"I fall to see anything remarkable about that man."
Diggs—"That's because you don't know him. Last winter I had a cold for nearly two weeks, and although I met him every day during that period, he never once suggested a remedy."—Chicago News.

BEAR INVADERS TOWN
A Visit From a Big Bear Created Some Excitement in Sackville on Sunday.

(Sackville Post.)
Sackville and Middle Sackville were greatly excited Sunday afternoon, and our usual Sabbath quiet was rudely disturbed by the appearance of a bear. Some parties discovered him in the lower part of the cemetery early in the afternoon, and the alarm quickly brought out every man and boy and a goodly portion of the female population. Firearms of all kinds were requisitioned and some joined in the chase armed with pitch forks, shovels or any other weapon that came handy. The occasion gave two of our citizens opportunity to distinguish themselves, and Sunday night the praises of His Worship Mayor Pickard and Warren Cop were in everybody's mouth. As soon as bruin became aware that he was likely to become a target for hostilities, he started off across the Tantram and towards Middle Sackville at a lively trot. Messrs Pickard and Copp, armed to the teeth, jumped into a carriage, and putting the whip to the horse, started up the road to head off the unwelcome visitor. This they succeeded in doing, and getting within range, the Mayor, with a Bissley shot, laid bruin low at first shot. After everybody about Middle Sackville had inspected the dead bear, the carcass was loaded into the carriage and brought to Sackville.

WHAT NEXT IN MOROCCO

Opinion in London, Paris and Madrid is That Almost Anything May Happen.

Paris, Aug. 26.—News of the proclamation as Sultan of Mulai Hafid is taken here to mark the complete triumph of the usurping Sultan and the downfall of Abdel-Aziz, the Sultan of record, who, according to the latest reports, has definitely given up the struggle and has announced his intention of retiring to Damascus, where he will await the turn in the tide of fortune before he raises his standard again.

While not minimizing the gravity of the situation created by the battle, the Paris newspapers are inclined to use caution in forecasting the future in view of the frequent vacillations in the fortunes of the rival Sultans in the past.

Madrid, Aug. 26.—The Spanish press is of the opinion that the downfall of Abdel-Aziz is now an accomplished fact. The newspapers point out that recent events must necessarily affect the attitude of Spain and France and other signatories to the Algeiras Act with regard to Morocco. Several of the newspapers are urging a new Algeiras conference.

London, Aug. 26.—The morning papers, in discussing the Moroccan situation, are inclined to the opinion that Mulai Hafid's victory introduces new complications in an already difficult problem, and that Morocco is such a country of surprises that it is next to impossible to predict the outcome of the latest events.

LABRADOR COAST NEEDS LIGHTHOUSES

London, Aug. 25.—The havoc along the Labrador coast moves the "Westminster Gazette" to demand the establishment of meteorological stations for the purpose of warning fishermen of coming storms. The paper also complains of the unlighted state of the coast.

A despatch from Laporte, Indiana, says "The official announcement was made at Peru that Mr. Luke J. Ferritor, superintendent of the Springfield division of the Wabash Railroad, has resigned to take the superintendency of the Grand Trunk Railway, with offices in Montreal."

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