Get Rid of Spring Humors

Impure or effete matters accumulated in the blood during the winter cause in the spring such disfiguring and painful troubles as boils, pimples, and other eruptions, also weakness, loss of appetite, that tired feeling.

The best medicine to take is Hood's Sarsaparilla, which thoroughly cleanses the blood, and effects permanent cures by giving healthy functional activity to the stomach, liver, kidneys, bowels and skin.

HOOD'S SARSAPARILLA effects its wonderful cures, not simply because it contains sarsaparilla, but because it combines the utmost remedial values of more than 20 different ingredients, each greatly strengthened and enriched by this peculiar combination. These ingredients are the very remedies that successful physicians prescribe for the same diseases and ailments. There is no real substitute for Hood's Sarsaparilla. If urged to buy any preparation said to be "just as good," you may be sure it is inferior, costs less to make, and yields the dealer a larger profit.

Begin taking Hood's Sarsaparilla today. 100 doses One Dollar.

PROVINCIAL NEWS

Nova Scotia

The New Glasgow Electric light plant changes hands on April 1st, when Mr. C. A. Flaherty and the Egerton Tramway Company will assume control.

Another new industry is promised for New Glasgow. It will be a forge for the manufacture of steel drop forgings for all kinds of service and machines. The establishment of this plant is in the hands of George E. Harris, formerly of Buffalo, N. Y., and more recently in the Nova Scotia forge at Trenton, N. S. The exact location of the new plant has not been definitely decided upon, but it will be somewhere in the confines of the town.

Speaking about the coal situation Dr. Kendall, M. P. P., of Sydney, said that the subject of duty or no duty was now receiving unusual attention on both sides of the line. He was aware that there was division on the question among the coal operators in the province of Nova Scotia, and that this meant a change in sentiment. The province of Ontario, had, however, undergone no change in sentiment on this question. The manufacturers there still favored free coal.

From St. John's, Nfld. the P. and B. steamer Harlaw sailed March 2nd for Louisburg and Channel, Nfld, en route to the sealing grounds. At Louisburg the Harlaw will load bunker, and at Channel she will take on board the remainder of her crew, numbering about ninety men. This is the first sealing steamer to sail from Halifax for some years, and it is the first trip the Harlaw has made in search of seals for about six years.

Harrington Limited is the name of a newly organized concern which is to carry on a business in groceries and kindred commodities—a merger, in fact, of several large dealers, now operating at various points in Sydney. The merger at present includes H. C. Harrington, Norman McDonald, D. R. Campbell, Thos. Cozzolino, and The Sydney Supply Co., Messrs. McCuaig & Konig, who have been conducting the last named business at Victoria Road, are the promoters of the organization which is capitalized at $25,000, with $10,000 paid up. F. G. Konig, who has had considerable experience in mercantile affairs, is managing director. H. S. Ross is the solicitor.

Messrs. Crowell and McArel, directors of the National Rolling Mills Company, of Sydney, who have been visiting Halifax in company with C. V. Wetmore in connection with the financial affairs of the enterprise, arrived home on Saturday night and stated that the industry was a certainty. The project at first promised an output of only 40,000 tons annually but this has been increased to 54,000 tons. It is also probable that the manufacture of some other commodities besides the heavier articles will be undertaken. An arrangement whereby the Dominion Iron & Steel Company agrees to roll no lighter manufactures than thirty-five pounds to the yard has been entered into and this is regarded very favorably by the directors of the National Rolling Mills Co. 500 or 600 men will be employed.

News was received at North Sydney a few days ago of the death of Philip McKenzie, formerly of New Harris, Victoria county at Taylor Washington state, on Saturday, March 6th. Mr. McKenzie was the victim of an accident in a planing mill, where he had been employed, but as yet no details have been received.

Derricks for the new granite quarry to be opened in Newfoundland by New Glasgow capital, are being prepared by W. R. McKenzie, on his grounds near New Glasgow.

The Moncton Truth Seekers' Association was organized at Moncton recently. Its purpose is for the dissemination of knowledge and meetings will be held intermittently to discuss various topics.

P. E. Island

Donald Innes, crier of the court at Victoria county, N. B., was a judge at the Summerside seed fair.

A game of baseball was played on Saturday evening by a number of enthusiasts on Kensington Square, Charlottetown.

Alderman Harry P. Duchemin, of Sydney, a Charlottetown man, is having a controversy in the newspapers with Joseph A. Gillies, K. C., over the matter of school accommodation for that city.

MADE A GRAND PRAYER.

(Atlanta Constitution.)

The new minister in a Georgia church was delivering his first sermon. The darky janitor was a critical listener from a back corner of the church. The minister's sermon was eloquent, and his prayers seemed to cover the whole category of human wants.

After the service one of the deacons asked the old darky what he thought of the new minister. "Don't you think he offers up a good prayer, Joe?"

"Ah mos' suhtainly does, boss. Why, dat man axed de good Lord fo' things dat de odder preacher didn't even know He had!"

CANADIAN NEWS

Little Items Called From the Exchanges for Busy Eyes to Read

Toronto Anglicans in Canon Cody's congregation are planning to erect a larger church, to cost $150,000. It will take the place of St. Paul's church, which is not large enough for its rapidly increasing congregation.

"It is quite apparent that butter is essentially genuine and of high quality, as offered for sale in Canada," is the conclusion arrived at by the chief analyst of the inland revenue department, from the test of 295 samples collected throughout the Dominion last autumn. Excess of water was found in three samples sold in Peterboro, but in none of the samples were foreign fats found.

Earl Grey has withdrawn his patronage from the annual concert of St. Patrick's Society, Ottawa. It has always been the custom of the governor-general to attend, but this year he asks the withdrawal of his name entirely. This is because there will be a political address by Mr. E. B. Devlin, M. P., on Ireland's position in the Empire.

A. J. Dawson, well known novelist and journalist, who is editor of the Standard of Empire, a supplement of the London Standard, is coming to Canada at the end of March to make a tour of the Dominion in the interest of that paper.

Captain W. H. Copp, formerly a well known sealer, has returned to Victoria, B. C., after an absence of thirteen years, to distribute the award of over twenty-three thousand dollars from the Russian Government, in settlement for the claim for illegal seizure of the schooner Vancouver Belle, off the Commanderofski Island, in the summer of 1892, for which the St. Petersburg Government made payment as well as for the Carmelite, while the claims of Rosie Olsen and Maria were sacrificed by Cananda's representative in order to obtain the settlement.

According to a report by J. S. Larke, Canadian trade commissioner at Sydney, N. S. W., during 1908, there were only 94 persons of Canadian birth convicted of crime, as compared with 308 of United States origin. In none of the Canadian cases were the crimes serious, while 14 Americans were convicted for grave offences. Drink is given as the cause of crime in a majority of the Canadian cases.

Johnny Forant, aged 33 years, in the employ of the St. Johns, Quebec, Electric Light Company, was shocked to death Sunday while working at the wires on the roof of the electric light station. Evidently overlooking the fact that he had his rubber gloves under his coat, he grasped the wire with his bare hand, causing death. The deceased leaves a widow and two small children.

Only one man out of six escaped when a cut at which they were working on the Transcontinental, about twenty miles from La Tuque, caved in. Five of the group of laborers were buried under the gravel and sand and death overtook them before help could reach them.

Over a thousand Doukhobors in the West are going out to settle on the new lands recently purchased by the community in British Columbia.

MOUNT ALLISON NEWS

Sackville, N. B., March 15—Burke & Horwood, architects, of Toronto, have been engaged to prepare plans and estimates for a four-story stone building, section of the future stone Ladies' College. This proposed edifice is 117x46 feet, and would be located at the northern extremity of the present main structure. When the plans and estimates are ready they will be submitted to the executive committee of the board of regents and in the spring will be brought for final settlement before the full board.

The graduating class in the arts department will probably include the following:

J. H. Beazley, Hantsport (N. S.)
Miss Elaine Borden, Sackville.
Miss Gladys Borden, Sackville.
A. W. Doe, Bermuda.
E. E. Graham, Centreville (N. S.)
Miss Blanche Harper, Port Elgin (N. B.)
H. Hooper, Sandy Cove (N. S.)
G. S. Lord, Deer Island (N. B.)
J. H. Lockhart, Moncton (N. B.)
R. C. McCully, Bathurst.
C. A. Oulton, Pictou.
I. C. Rand, Moncton.
J. N. Ritcey, Riverport (N. S.)
S. C. Ratcliffe, St. John.
Miss Daisy Ripley, Nappan (N. S.)
C. M. Tyler, Port Greville (N. S.)
H. C. Watt, Grand Manan.
J. B. Young, Kentville.

THE OTHER WAY

Belle—I told my husband the other day I wanted a new auto.
Nell—Did you get the new auto?
Belle—No; I got a new oughtn't.

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The Purity Brand guarantees—"More bread and better bread" or your money back.

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MR. GRAHAM'S IMPORTANT SPEECH ON THE FUTURE OF INTERCOLONIAL RAILWAY

He Favors Putting the Railway in Charge of a Board of Management Who Will be Responsible to the Government—Road Must Either Expand and Secure Western Connection or Else Be Leased to a Transcontinental Company.

Ottawa, March 16—What is probably the most important and significant speech ever delivered on the government railways of Canada was made to the house of commons this afternoon by Hon. George P. Graham, minister of railways.

Hon. Mr. Graham announced a surplus in the operation of the Intercolonial during the last fiscal year. He stated that there had been a considerable deficit during the first nine months of the present year, a deficit that was so large that it could not be made good by the time the year ended.

He gave the house to understand that the present condition of the road, owing chiefly to low rates and limited business, was unsatisfactory and would continue unsatisfactory until a radical change was made in the policy of running the road.

He outlined his view of the first changes which should be made to put the road on a satisfactory footing. He intimated that there should be a better connection made for the handling of through traffic from and to western Canada. He strongly intimated that a beginning should be made toward the acquisition of branch lines, to provide the present main line with a steady volume of profitable business. These branches could be acquired by lease, purchase, or construction.

He also intimated that there should be a radical change in the management of the road. The change which he advocated was not the placing of the road under a commission, but the creation of a board of management composed of four members. Two of these, he thought, should be chosen from among the present officials of the Intercolonial, the third should be a man of practical experience on other railways, and the fourth should be the deputy minister of railways, M. J. Butler.

This board would be responsible to the government through the minister of railways for the solution of the problems of the Intercolonial.

Mr. Graham stated that if the government was not prepared to adopt a policy of expansion which would provide the road with branch lines and a connection with the west, then there was only one other alternative, and that was to sell or lease the road to a company, which would adopt this policy.

Mr. Graham does not approve of the proposal to place the management of the Intercolonial under an independent commission. In the first place, he was not prepared to concede the contention that the crown, if provided with proper means, could not successfully manage the road and show a profit on operations.

In the second place, he said that he did not believe that the country would approve the government relieving itself of the responsibility of managing a road which had been built by the people.

The board of management which he suggested would not relieve the government of any responsibility, but it would relieve the department of a multitude of details and would be of great benefit to the department and the road itself.

While he did not hold that the government would be warranted in at once launching a policy of acquiring branch lines at heavy expense, and the construction of new lines to tap territory within reach of the road, the time was not distant when the government would have to do this or see some private corporation do it and reap the benefit.

When Mr. Graham was making his statement of the present financial standing of the road Hon. George E. Foster ran counter to the minister with little success.

Mr. Foster interrupted the minister and demanded a detailed statement of the capital account of the road.

"I have not the figures before me at the present moment," replied Mr. Graham, "but they will be given when the house goes into committee."

"Then the minister refuses the information and we do not know the whole of his deficit," complained Mr. Foster.

"The member for North Toronto has been so accustomed all his life to deficits that he has deficits on the brain," said Mr. Graham.

Thus stung, Mr. Foster sprang to his feet and declared that he had asked a fair question and had not received a fair answer.

"It was not your question that I objected to," said Mr. Graham, "but the statement that accompanied it. I resent the insinuation that I refused information or that I am hiding anything."

This was the last of the interruptions.

Hon. Mr. Graham opened his annual railway statement with a general reference to the whole problem of developing transportation in Canada. Canada today had more miles of railway per capita than any country in the world. There were 24,000 miles of track in operation and 4,300 miles more were under construction. The completion of three transcontinental lines was in sight.

The minister reviewed the facts given yesterday of the National Transcontinental and Grand Trunk Pacific construction during the fiscal year ended March 31. The gross revenue of the Intercolonial was $9,173,558; the working expenses, $9,157,435, leaving a surplus of $11,123. If the pay of employes had not been increased by $205,000 the surplus would have been $221,000.

The G. T. P. and I. C. R. terminals at Moncton would cost between two and three million dollars and would be the finest of the kind on the continent.

He noted that the employes had contributed $82,707 to the employes provident fund and the government had given an equal amount. There had been $27,760 paid out from the fund, leaving a balance of $137,764. The Prince Edward Island line showed a deficit of $93,000 for the year, which would have been much less but for increases in pay of employes.

The minister compared the cost of operating the Intercolonial with other roads and showed the Grand Trunk was the only road in Canada which had a lower average operating expense.

There was complaint that the Intercolonial was overmanned but a comparison of the average number of employes per mile showed the Intercolonial to compare favorably with the general average of roads on this continent. Owing to a decline in traffic the other Canadian lines laid off 17,608 men. However, this cold-blooded way of dealing with employes was not resorted to in the case of the Intercolonial which laid off no men during the temporary business depression.

Taking all things into consideration, Mr. Graham held the Intercolonial was run as well and as economically as any other in Canada.

In dealing with revenue, he stated that the low traffic rates compared with those of other companies, the character of the country along the Intercolonial and other handicaps, peculiar to the Intercolonial, had to be taken into account before just blame could be placed on the management of the road for failing to show a profit.

He said that if the rates of the Intercolonial had been in force on the Canadian Pacific last year that road would have collected $9,578,531 less in freight charges. On the same basis the Grand Trunk would have made $2,968,713 less and the Canadian Northern $1,760,728 less than they had made.

The rates on the railway of the Ontario government were on the average 149 per cent higher than I. C. R. rates. There is no denying the fact that the rates of the I. C. R. are low, or that the receipts of the Intercolonial would be low so long as we continue to carry goods at the present rates, said the minister of railways. The reason that the Intercolonial finds it difficult to make both ends meet is because it gives the people lower rates than are given by any other railway in the country or in the continent.

However, he said that there was another comparison to be made and that was with the Canadian canals. Comparing the expenditures on the railways and the canals the returns from the expenditure showed to the favor of the railroad by $1,233,683 last year.

In discussing the operations for the current fiscal year, Hon. Mr. Graham said that the traffic of the Intercolonial had shown a falling off just as the traffic of every other road in the country had done. On the other roads this had been met by dismissing men and skimping expenditure, but this could not be followed with fairness or success in the case of the Intercolonial. For the nine months, from March 1 to December 31, there had been a net decrease in the earnings of the Intercolonial amounting to $537,478 and a net deficit of $436,854.

One of the serious handicaps to the economical operation of the government roads was the fact that every item of expenditure was published in the auditor general's report. This prevented the government roads from getting a cut in the price of supplies as the dealers knew that their figures would be made public. The tender system, too, though right in theory, sometimes worked to the disadvantage of the roads since no liberty was given of refusing the lowest tender, although one of the other tenderers might be one of the best customers of the road. And the government lines lost through inability to reciprocate business.

"I now come to another question with which my honorable friend dealt the other night, said Mr. Graham. "This situation stares us in the face and I want to approach it without wincing or shrinking. I may be right or I may be wrong, but I give my opinion for what it is worth. As I said the G. T. P. will shortly have its lines through the Maritime Provinces; the C. P. R. now has its line in the Maritime Provinces, and unless some arrangement is made by which the I. C. R. will become the outlet for some transcontinental line, the I. C. R. will only be a local road for all time to come and there is not enough local traffic to keep it going on a paying basis. That is my opinion.

"Conditions have changed, years have come and gone, there was a time when the I. C. R. had all the trade of the Maritime Provinces, anything that came to Montreal, Quebec or Levis had to get into the Maritime Provinces over the I. C. R. and we had a portion of all this trade whether it was through trade or Maritime Province trade. As it is we have the C. P. R.; we will have the G. T. P. and these having to feed their own two lines, will not give us any traffic that they can possibly help. That means that they will give us no through traffic at all.

"I believe that if the I. C. R. is to be made the road it should be, if we are to maintain it as a proposition in the interests of the people and to make it pay its way it will have to be hooked up to a transcontinental system which it can feed from the east to the west.

"That brings me to the point of branch lines, a question of deep interest to the people of Canada in every district. I repeat that my opinions may be right or wrong, I think they are right. In order that there may be no mistake as to my position on this point and that I may not say something that really does not express the full view I hold, I trust the house will bear with me, if I read a few lines which I have jotted down.

"The question of branch lines is one that must shortly be faced, as it does not need an authority on transportation and railway traffic to understand that there can be no prosperous main line unless it is fed by branches stretching out into adjacent territory.

"The C. P. R. is now in the east, the Grand Trunk Pacific is going there. And if the I. C. R. is to maintain its fair share of trade it will have to see that it gets some of the feeders. There is no use shrinking from the situation. Either the government must ere long be prepared to acquire some of its feeders and build new ones or it must hand over the management of the Intercolonial to some company that will do so.

"It will not be fair either to the railway or the section of the country served by it, in face of the changed condition, to very much longer continue to occupy the present position. Companies recognize the necessity of branch lines, and that is why in the west there is almost, at the present time, a struggle to cover the territory with branch lines. If the G. T. P. is to be the success, it is hoped, it will have to see that it has a sufficient number of feeders to keep its trunk line busy.

"I think I am safe in saying that if a company owned the Intercolonial it would immediately proceed to pick out some of the best branch lines and absorb them, as well as build others and it is possibly not going too far to say that if we were prepared to lease the I. C. R. to a company, any company desiring to get such a lease as a condition of it, would agree to take over such branches and build others.

"This is my view of the situation, and while the conditions do not warrant the government in launching out in the acquisition of existing branch lines, and the construction of new ones, the time cannot be far distant when the government will be forced to take one of the two positions, either to adopt the policy of expansion itself or in the interests of the road and the country it serves lease the railway to some company that will adopt these business like measures."

In making a pronouncement with regard to the proposed change of management, Mr. Graham said a good deal of discussion has taken place as to what we are going to do with management of road. "I may say this that among officials of I. C. R. there are many first class railway men, men who have served the country and served it well. However, it struck me that possibly having been a government-owned road for so many years, having had to compete with conditions to which I have referred, the I. C. R. has got into a rut and it might be possible to get the line out of that rut by making some few changes. This did not mean a change or dismissal of the officials we have on the line.

"What I had in mind was an experiment, and it will be an experiment if carried out, and I think that it will be worth trying and will bring results, and it was not to establish a commission; I am not against a commission, because my hon. friend (the leader of the opposition) is in favor of it. That did not influence me at all.

"I have gone into the question of Australian railways and how they are managed and I came to the conclusion first, that as a minister of the crown I was not prepared to say that the crown, given proper means, cannot manage a government railway; and in the second place, I believed the country would not be prepared to say that a minister of the crown and the government ought to give up their responsibility for the management of that railway which has been entrusted to their hands.

"I had in mind to make this proposition, to establish a board not directly responsible to parliament but responsible to the government of the day, whatever government that might be, responsible to the government through a minister of the crown, because, after all that we may talk about commissions, this fact remains that the people of Canada will hold whatever government is in power responsible for the management of the I. C. R. so long as it is a government-owned railway.

"There is no use of trying to get away from the inevitable. The responsibility is there and any government in power must accept that responsibility.

"I propose to retain a couple, at least, of the officials who are now on the I. C. R. in very high positions and also to allow Mr. Butler, the deputy minister of railways, to act on that board. I would call it, not a commission, but a board of management. I also propose to add to that board a man whom I have not yet selected from one of the other great railways, not a very expensive man, but a man with a good level head who would bring with him knowledge and experience acquired on other great lines, and add that to the knowledge possessed by officials at present on the I. C. R.

"This board would be the management and would be responsible to the government of the day. My idea was that this board would meet with the deputy minister and at the end of every thirty days give a full report to the government of the day so that the minister would at all times know what is being done. This would not relieve him of responsibility, but it would relieve the minister of railways and his department of a multitude of details that now go there and that ought never to get beyond the head office at Moncton. We have details coming to us that never get past the general manager of any other railway. At present time our department is flooded with details that ought never to reach it. This board would have power to deal with many of these minor affairs without reference to the department. It would be a good thing for the railway, a good thing for the men and a great relief to the department."

Hon. Mr. Graham was followed by Hon. John Haggart, who said that the speech of the minister of railways appeared to foreshadow the handing over of the Intercolonial to a private company.

R. L. Borden declared that the explanation of the deficit this year of a half million on the Intercolonial could not be satisfactorily explained by the statement that the rates were too low. He needed further evidence before he would agree that the rates on the Intercolonial were substantially lower than the rates on other roads. In his opinion the explana-

(Continued on page 7).

ALWAYS UNDER FIRE

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