

THE DAILY NEWS

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DAILY EDITION.

Friday, July 25, 1913.

THE GIFT BATTLESHIP
NEW ZEALAND.

Much ado is being made by the Conservatives on the occasion of the arrival at this coast of the battleship given by New Zealand to the Imperial navy. In not a few journals this gift has been held up as an example to the people of Canada, who are exhorted to go and do likewise.

Now it is all very well to congratulate New Zealand on what she has done. Her loyalty to the Empire is certainly commendable. She may have taken what was, in face of the existing circumstances, the wisest course. But that does not say that what may be the best course at present for New Zealand is the best course for Canada. It does not even say that it would be under better circumstances the best course for New Zealand. Because New Zealand now contributes to the Imperial navy does not say that she would not employ her money more wisely in assisting Canada and Australia to maintain a fleet on the Pacific if this country would only join in. At present, however, thanks largely to the action of the present government of this country, no such Pacific fleet, supported by the colonies, exists. So our sister dominion pursues what is perhaps the wisest policy for a very small country to pursue.

There are to be considered, too, other things than external efficiency or convenience. New Zealand is peopled mainly by people of British descent and of strong imperialistic tendencies. She has not to face, as Canada has, the great problem of fusing the peoples of diverse races into one nation. Her people being chiefly of one mould the action of the majority in a matter of this sort is not likely to accentuate race division as in Canada.

In this country, on the other hand, the action of the majority should always be tempered by a consideration for the wishes of the minority. If Canada is to be of any use to the Empire it must be a united Canada, and the problem of consolidation is harder of solution even than the task of confederation. The true Canadian statesman therefore must steer a middle course. He must not take measures which are in such direct opposition to the wishes of a large section of the people as to make more acute the division between these and their fellow citizens. He must indeed be imperialistic, but he must, above all things, be national, for the sentiment of all Canada is that of a people realizing that it is approaching its maturity. And the more that feeling is allowed to develop the more united Canada will become, and, therefore, the more efficient a unit of the Empire.

Mr. Borden's apparent policy of contribution to the British navy may have a greater superficial appearance of being imperialistic. It makes a cheaper and more sensational appeal to what is in itself a very creditable sentiment, the sentiment of devotion to the Mother Country. But however flashy and catchy it may be it has not the soundness of imperialism because it lacks the true nationalism of Sir Wilfrid's policy. Give Jack Canuck the gloves and let him prepare to fight his own fight, and he will be ready if Mother England calls him to defend the Empire. But if he pays his cousin John Bull to do the bruising Jack Canuck will find himself doing nothing but trying to settle the quarrels between Jean Baptiste and John Bull's younger brother, who came out here to help build up a greater Britain. And in that case Jack Canuck would be very little good to anybody.



(Courtesy Portland Canal Miner)

IN THE DAYS WHEN LOCOMOTIVES
USED TO RUN ON WOODEN RAILS

RECOLLECTIONS OF AN EARLY ERA IN HISTORY OF RAIL-
ROADING GIVEN BY C. P. R. EMPLOYEE — RAIN
WOULD STOP TRAFFIC

Few railway-men still in active service have a record extending back to the days when wooden rails were used in place of steel, and trains could not run when it was raining. Of that small bright band one at least is as bright and full of vigor as he ever was. That is Mr. Robert Miller, who occupies an important position in the operating department of the Canadian Pacific Railway at Windsor street station, Montreal. Mr. Miller, who recently celebrated the fortieth anniversary of his entry into railway work, began railroading on July 6th, 1873, on the old Richlieu, Drummond and Arthabasca Railway, one of the wooden railways that had been built through the aid of the province of Quebec a couple of years previously, and taken over by the South Eastern Railway.

"These wooden railways," Mr. Miller told a Montreal Witness reporter, "including the Gouford Railway, now part of the C.N.R. from Quebec to Lake St. John, were heavily subsidized by the Provincial Legislature of Quebec, and were built for \$5,000 per mile, including grading, bridges (excepting the bridge over the Yamaska River), stations, and sidings. The rails were of maple four inches by seven, and were secured to the ties by a notch cut into it four inches deep and five inches wide into which the rail was laid and two wedges tightly driven between the rail and the cut in the tie, so that no iron whatever was used in construction.

"When a rail was worn by the flange of the wheels, it was tak-

en out, turned and replaced, so that a new edge was next to the wheel. A tie clear of knots lasted the railway as a wooden one—about four years—but the knots lasted only a few months. "The wooden road could not be operated in the winter, the snow clogging on the rail and the wheels of the locomotive would revolve rapidly without moving forward an inch. It could not be operated during a heavy rain—that is during a two or three days' rain. "The road was eventually put in iron in the fall of 1876, by the Smith Eastern, and run through to Sutton Junction, where it connected with the main line of that road."

BIG LOAN NECESSARY

Three Hundred Million Dollars
Needed for Ireland.

London, July 24.—Three hundred million dollars, in addition to the \$625,000,000 already expended, was the estimate given today by Augustus Birrell, chief secretary for Ireland, for the sum necessary to complete the operation of land purchase in Ireland in accordance with the provisions of the land purchase acts of 1903 and 1909, these acts making it compulsory for a landlord to permit his tenants to purchase the land he cultivates.

Of the \$300,000,000, Mr. Birrell said it would be necessary to borrow only \$120,000,000 through the public issue of land stock.

Few men reach sixty without wishing they had been more economical.



MODISH EVENING GOWN.

This latest creation is of satin charmingly with waist of nimon over face. It is lined with silk throughout.

Wilfrid was sitting on his father's knee, watching his mother arrange her hair. "Papa hasn't waves like that," said the father, laughing. Wilfrid, looking up at his father's bald pate, replied: "No; no waves; it's all beach."

No man is happy, or miserable, unless he thinks he is.

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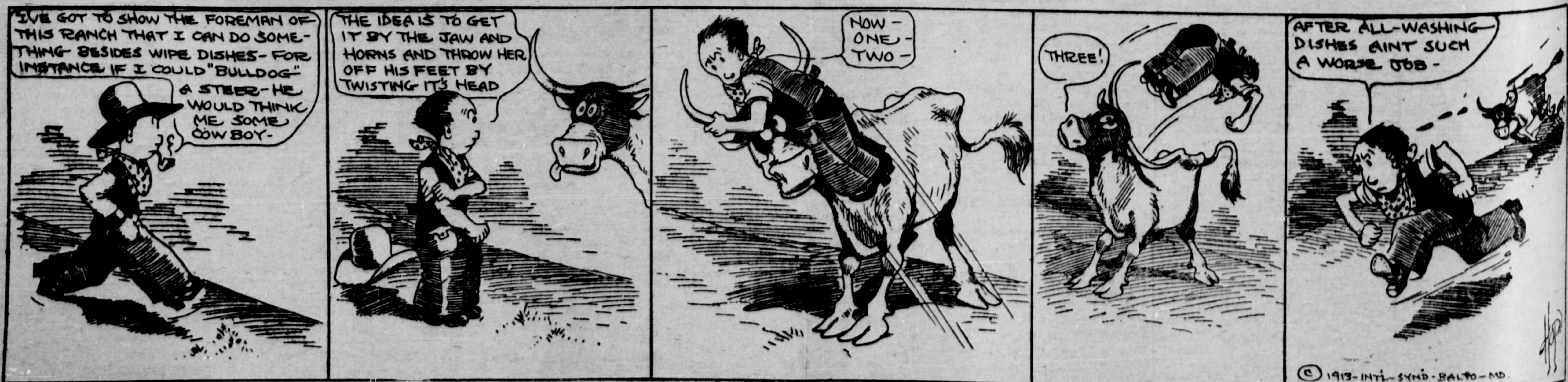
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