

GENERAL SENTENCED TO DIE.

Port Au Prince, Hayti, S. p. 11.—The revolutionary general, Chyve, has been tried by a military tribunal and sentenced to be executed at 7 o'clock Oct. 9.

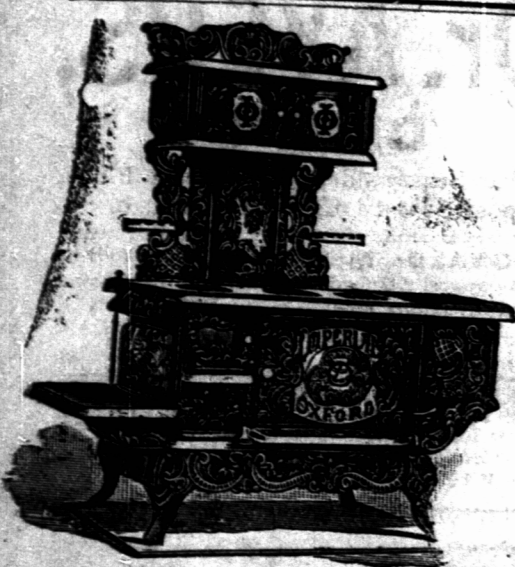
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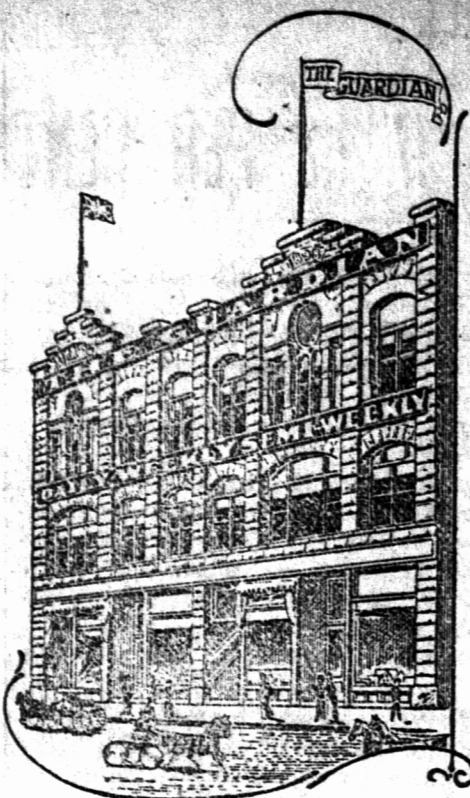
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THE MORNING GUARDIAN.

MONDAY, SEPTEMBER 15, 1902.

PROGRESS OF NEW ZEALAND.

The resemblance of the Italian peninsula to the shape of the human leg and foot is familiar to schoolboys. Very similar in general shape is the Province of New Zealand in the far southern seas, but separated at the angle where Cook's Strait divides the North Island from the South Island. The two islands are nearly equal in area and together somewhat exceed Great Britain in size. New Zealand has now a population of 800,000 of whom 40,000 are Maories. Owing to the length of the islands, extending from 34 to 48 S. latitude there is a great variety of climate, which is, however, temperate and healthy, warmer and more equable than that of the British Isles. The islands are traversed from end to end by a great and partly volcanic mountain chain, the chain in the South Island being known as the Southern Alps, rising to the height of 12,000 feet and the summits perpetually white with snow.

It was so late as 1840 when New Zealand was formally ceded to the British Crown. Previous to that date the Maori tribe, a powerful, stalwart native race, much superior to the average Polynesian,

held possession. Very romantic indeed is the early Maori history, and the annals of early missionary labors in this land of the Maories as told in Volume XII of the excellent Nineteenth Century Series. In this volume the intelligent Canadian reader will find all that he may desire to learn about this most interesting British colony, which has developed and prospered in an unexampled manner, and which to-day is the land of most advanced legislation on the face of the globe.

In the brief period of sixty years New Zealand has subjected the savage native tribes, settled the country, established representative institutions, built railways and telegraphs, created vast industries and amassed wealth. The railways and telegraphs are the property of the state. Universal manhood suffrage, with "one man one vote" has long been in vogue, and since 1893 women have voted upon the same terms as men. And experience has proved in three past elections that of those whose names are on the list a larger proportion of women than of men go to the polls and deposit their votes. The most advanced legislation prevails in regard to the regulation and protection of labor. In 1900 the Old Age Pension Act was passed which provides a pension of about \$90 to every New Zealander man or woman who has resided 25 years in the Colony, is 65 years of age, has not been convicted of breaking the law and who can establish that his or her income does not exceed \$170.

Education in New Zealand is free to all, non-sectarian and compulsory. As a result almost 99 per cent of the children from 10 to 15 years of age can both read and write. The University of New Zealand was the first in the Empire to confer a degree upon a woman. The Government has for more than thirty years conducted a system of life insurance, which also sells annuities. The system is popular and has rapidly extended. In the banks and savings banks of the country the people have deposits making an average of \$185 per head of the entire population, or \$925 per family. It is claimed that the New Zealand community is the richest in the world in proportion to its numbers, and yet in no country is the distribution so of wealth equal, there being very few if any millionaires in the colony.

The progress of New Zealand is that of an Anglo-Saxon community whose people in travelling the wide stretch of ocean between the Mother Land and their present home have "suffered a sea change into something new and strange." They have at least cast away British conservatism and become progressive and radical to an extent that in the British Isles would seem reckless. And yet the New Zealand community seems to be well ordered and content, free from serious crime and as moral and virtuous as any under the sun. Its history is inspiring and instructive and if it serves to give the impression to the Canadian reader that we are rather slow-going and conservative in our methods, perhaps the lesson is needed.

The volume referred to is published by the Linscott Publishing Company, London, Toronto and Philadelphia.

RAILWAY ACCIDENTS.

There is a strong contrast between the safety of passenger traffic on English and American railways, as is shown by the fact that not a single passenger was killed on the British railways last year while on railways in the United States in the same period 282 passengers were killed and 4,988 injured. It is to be observed, however, that the mileage of railways in the United States is much greater than in the British Isles, while the population served and the number of passengers carried are about twice as great. The very strict regulations in regard to passenger traffic in Great Britain, while often inconvenient, no doubt contribute greatly to the safety of the travelling public.

In the States during the year one railway passenger was killed for every

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IMPORTANT.

All persons having accommodation for boarders during Exhibition week, are urgently requested to notify the undersigned, stating the number of guests they can provide for and whether with or without board.

C. R. SMALLWOOD,
Secretary.

Sept. 13, 1902—Ex & Pat d td.

2,153,469 carried and one injured for every 121,748 carried. But apart from these accidents to passengers the railways are accountable for a great deal of killing and maiming. The total number killed was 8,455 and the number injured 53,330. These figures equal the casualties of a considerable war. Of the total number killed and injured 2,075 of the former and 41,142 of the latter were employees of the different railway companies. But many were killed and maimed by the railways who were neither passengers nor employees. These were persons who were walking or trespassing on the track, or who were struck by trains at the crossings, or railway stations, or suffered in other ways. Of these 5,948 were killed and 7,200 injured. The mortality in this class was twice as great as among passengers and employees taken together. And a very large proportion of these suffered as the result of their own recklessness or negligence.

ENTERTAINING GUESTS.

In all Canadian cities at the time of an Exhibition the capacity of the regular hotels and boarding houses is usually overtaxed, especially on those days when the attractions are greatest. Hence the management naturally takes the precaution of ascertaining the number of householders who are willing to entertain one or more persons at current rates. In St. John it is not unusual to have scores of private houses opened for entertainment in this way. Some are prepared to furnish meals alone, others lodging without meals and the larger number both meals and rooms. Doubtless many in Charlottetown will be willing to assist in this way during the coming Exhibition.

Those willing to do so should furnish at once to the Secretary C. R. Smallwood their name, place of residence and specify the number they can accommodate and the rate per day. It is to be hoped that the number complying with this request will be large in order that no one of our thousands of visitors may lack for prompt and suitable shelter and provision for their comfort. A list kept at the Secretary's office will enable visitors to ascertain where they can find temporary homes and the rates they will be expected to pay during their stay. With the refreshment rooms at the Exhibition building, the hotels and restaurants in town and the provision to be made by private householders as above outlined there ought to be no difficulty in supplying the reasonable requirements of all the host of visitors who are expected to come.

It is announced that the auto-biography of Paul Kruger is about to be issued; that it has been dictated by Paul to his secretary; that it will contain in 100,000 words, the story of Oom Paul's birth, education, his lion-hunts and all the wars in which he fought and will give his side of the controversy with Great Britain; that it will be printed simultaneously in different lands and in various languages, and finally that the ex-chieftain will not pocket the proceeds of the sale, but will donate them to the Boer relief fund.

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