

# The Standard

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SAINT JOHN, WEDNESDAY MORNING, APRIL 26, 1911

## THEN AND NOW.

It is rather inconvenient, at the present juncture, for Sir Wilfrid Laurier that so much of his former eloquence may now with justice be used by the opponents of the Reciprocity Agreement as a telling argument against his present attitude. Take, for instance, the echoes which come back to us of his strenuous campaign in favor of the Grand Trunk Pacific scheme. It will be remembered that in 1903 Sir Wilfrid introduced his Grand Trunk Pacific bill in Parliament with a great flourish of trumpets, and declared with all the force of which he was capable that a new railway across Canada from coast to coast had become a national necessity. "We cannot wait," said the Premier, "because at this moment there is a transformation going on in the conditions of our national life which it would be folly to ignore, and a crime to overlook."

These were burning words and stirred up, in a marked degree, the enthusiasm of his followers. The position, as he then saw it, called for immediate action. He declared with great emphasis that it was the country's first duty to provide immediate means whereby the products of the new settlers of the West might be given transportation facilities at the least possible cost. His peroration was as earnest a plea for the development of our national life and inter-provincial trade as anything that he ever uttered. Let us quote it in full:

"Such is our duty; it is immediate and imperative. It is not for tomorrow. Heaven grant that it be not already too late. Heaven grant that whilst we tarry and dispute, the trade of Canada be not devoted to other channels, and that an ever vigilant competitor does not take to himself the trade that belongs to those who acknowledge Canada as their native or their adopted land. Upon this question we feel that our position is absolutely safe and secure; we feel that it corresponds to the beating of every Canadian heart. Now, sir, we lay it down as a principle, upon which we are to be judged by friend and foe, that we are to have a transcontinental railway, that its terminus must be in Canadian waters, and that the whole line, every inch of it, must be in Canadian territory. We say further that such a line is a necessity of our commercial independence."

Thus was born the Grand Trunk Pacific project, for which Canada has been committed for an outlay of \$200,000,000. The country endorsed his policy at the succeeding election and for this very reason we believe that the country today, if the chance were given, would turn its back upon the Reciprocity Agreement. The two policies are totally antagonistic and irreconcilable. Instead of putting forth every effort to meet the efforts of the "ever vigilant competitor" to which Sir Wilfrid then referred with well-grounded alarm, we are now asked to actually bonus that competitor by a trade agreement which will divert our traffic from its East and West channels and turn it over to the railway and steamship lines of the United States.

In those days these facts seemed to stand out with wonderful clearness in the very forefront of Sir Wilfrid's mind. He went to great lengths to explain his position in this respect, and his language left no doubt that he rested his argument chiefly upon the great benefit that would be derived from this promotion of trade between the old provinces of the Dominion and the rapidly-settling areas of the West. In this connection he said:

"Our fertile prairies are becoming settled, and are going forward by leaps and bounds. Thousands and thousands of immigrants are coming in every year. For one, two, three generations, at least, and perhaps more, these new settlers will grow cereals, and probably nothing else. They will have need of everything that is required by civilized men. They will have need of clothing, furniture and every other kind of manufacture. Then, sir, what shall we do? Shall we allow them to be supplied by our American neighbors, or shall we provide a railway which will enable our manufacturers in Ontario and Quebec to supply them with what they shall require? There is one thing they all which will be their need, and that is lumber. They must have lumber for their houses, their barns, their stables, and all their buildings. Where are they to get it? Not from the section of country where they live and work, for the lumber is not there. But luckily for us, the other sections of the road, the section between Moncton and Quebec, and the section across the Rocky Mountains, are rich in lumber of every kind; and the moment the road is open there will be established at once an important trade between all the sections covered by the railway."

"Nor is that all. There is another branch of trade which seems to be forgotten or passed over at present, but which is also of the greatest importance. I refer to the cattle trade. I need hardly tell you, sir, that the foothills of the Rockies are perhaps today the best grazing lands under the sun, and the herds of domestic cattle in those districts are becoming as numerous as were the buffaloes of old. The breeders must find an exit to the ocean. This new line, by its shortness, directness and climatic conditions, is an ideal line for the cattle trade. The shipper, when he lands his cattle at Quebec, St. John or Halifax, will have them in the ideal condition of being able to set at once to sea without any loss of weight."

This the Liberal leader enunciated as the true National policy. He urged with all his power the speedy ratification by Parliament of this great undertaking, and in dealing with this part of his subject he made use of the following significant words:

"The Canadian Confederation have been a union on paper and a union on paper only, but for the fact that the Grand Trunk Railway and the Canadian Pacific Railway and the intercolonial Railway brought all parts of our country together to act in unison and to beat with the same heart. This new railway will be another link in that chain of union. It will not only open territory hitherto idle and unprofitable; it will not only force Canada trade into Canadian channels; it will not only promote citizenship between old Canada and new Canada, but it will secure us our commercial independence, and it will forever make us free from the bondage of the bonding privilege. For that reason alone, in my estimation, it would be worth all the sacri-

See and far more than we are called upon to make." Despite the fact that in the process of time it became apparent that the financial obligations entailed by the construction of the new transcontinental line under the Government's policy would entail a far heavier burden upon the country than was at first expected, the people of Canada were again asked to let "Sir Wilfrid finish his work," and with this end in view he was once more returned to power. He is indeed finishing it with a vengeance. The Grand Trunk Pacific is still several years from completion, but the whole viewpoint of Sir Wilfrid has suddenly undergone a most astonishing change. He has made one of the most remarkable political somersaults that the annals of political history record. His loudly heralded plan of binding the country together commercially, economically, socially and politically has been cast contemptuously aside, and he now stands committed to a policy calculated to topple over in ruin and disaster the structure which he has professed to uprear with such foresight and labor. Many have thought that Sir Wilfrid's "finish" could not be long delayed, but few expected that it would be brought about just in this way.

## BRITAIN'S NAVY TODAY.

That Dreadnought will comprise the first line of battle in any great naval engagement of the next few years is the assumption of "Excubitor," whose review of the actual naval situation in Great Britain has been quoted at length in the New York Sun. This reviewer, whom the Sun declares to be a competent authority, asserts that "the British Navy today, judged by its material and personnel—for it has more officers and men than any two other powers—occupies a position of unassailable supremacy, and its predominance is assured onward to the spring of 1912."

Assuming that ships of the Dreadnought type form the real test of strength in naval engagements of the near future, the comparative strengths of the navies of the world during each of the next three years are estimated as follows:

Nation.	1911.	1912.	1913.
British Empire	12	20	27
Germany	5	9	13
United States	4	6	8
Japan	2	4	6
France	1	2	3
Russia	1	2	3
Austria	1	2	3
Italy	1	2	3
Brazil	2	2	3
Argentina	1	1	1
Spain	1	1	1

England having no settled building programme, the strength given for 1912 is only conjectured, and it is further pointed out that by utilizing all its shipbuilding resources Germany might have eight additional Dreadnoughts by 1913. Austria, and Italy, Germany's allies, should also have four Dreadnoughts each in commission by 1913, so that there is a possibility of the Alliance having 29 of the big warships between them within three years.

The naval reviewer goes on to point out, however, that, behind her first line of battle, Britain possesses a great number of other powerful ships which, in a naval engagement where the Dreadnoughts were sunk or crippled, might enter the fight and decide the battle.

As a third element of naval warfare, and one of the most important elements to be taken into account, there is the efficiency of the officers and men. Both Great Britain and Germany have been giving close attention to this detail during the last two or three years, and the advances made in discipline, marksmanship and general readiness for battle have been marked. As the preamble to the German Navy Act of 1900 pointed out forcefully, inferiority in ships must be compensated for by bringing the crews to the highest pitch of efficiency, and by constant tactical training. That a similar policy has been in force in the British Navy is indicated by the declaration of Lord Fisher that "our object has been the efficiency of the fleet, and its instant readiness for war, and we have got it."

The British Navy of today, the sun concludes, was never so powerful and formidable, never so martial and ready, and constitutes the surest guarantee of peace that the world has today.

## UNWRITTEN BOOKS.

A recent number of the Bookman republishes a paper by Prof. Brander Matthews, entitled "Unwritten Books," and first printed about ten years ago. Professor Matthews speaks of the projected books and plays that never saw the light, and have been read, like acts of Parliament, by title only.

Moliere planned a comedy under the title, "L'homme de Cour," which was to be his masterpiece. Nothing is known of it today. Richard Brinsley Sheridan is supposed to have written a play called "The School for Scandal," and "The Rivals."

The subject was Affection; it never went beyond a few random notes. For years the paper covers of every new book that Victor Hugo issued continued to announce as soon to be published a romance entitled "La Quinguequogne." Many posthumous volumes of the French poet's writing in prose and verse have been sent forth by his literary executors, but of this oddly entitled fiction nothing has been heard.

In 1862 Alphonse Daudet announced as in press a volume of short stories, to be called "Le Pentameron." The book remained unpublished, and, apparently, unwritten. The younger Dumas has left on record more than one reference to a comedy to be called "La Route de Thibaut," planned before "Fracillon," but never given to the public.

## Current Comment

(Toronto Mail and Empire.)

Senator Forget's death will, it is said, give us another instalment of Senate Reform. A Liberal will be appointed to the Conservative seat thus rendered vacant. Trusting Canadians were not aware when Sir Wilfrid Laurier shouted for Senate Reform that all he desired was the abolition of the chaplain, the filling of the chamber with his own partisans and the increasing of the salaries from \$1,000 to \$2,500 per annum. Had they known when the reform was proposed what it really meant they might have been content with an unreformed Upper House.

(Pittsburg Gazette-Times.)

Every spring somebody starts the rumor that the American people are not going to be so crazy over baseball as in previous years; that they are growing weary of the game, which is getting to be an old story. Then on the opening day they fall over themselves to grab reserved seats and standing room, while the downtown thoroughfares are blocked by crowds twenty rows deep in front of the newspaper bulletin boards.

(Winnipeg Free Press.)

Arthur J. Stringer, in an article in the April Hampton's, says that the town of Carman is named after Bliss Carman, the poet. That place received its appellation long before this facile versifier was known to fame. The town was named in Manitoba's early days after the present veteran head of the Methodist church in Canada, then bishop of the Methodist Episcopal body.

## THE COURTS.

King's Bench.

Before Mr. Justice McKeown yesterday morning in the King's Bench division, application was made by D. King Hazen for an order postponing the case of William Vaughan, vs. J. P. Mosher. The application is made on the ground that the evidence and verdict taken at the coroner's inquest have been mislaid. His honor said that he would grant the application if the papers were not found. A. A. Wilson, K. C., appeared contra.

Chancery Court.

The famous land case of the Turnbull Estate Co. vs. John A. Segee and Mabel M. Vanwart, was commenced in the chancery court yesterday morning before Mr. Justice McLeod. Attorney General Hazen, W. A. Ewing, K. C., and Dr. Silas Alward, K. C., appeared for the plaintiff and Messrs. Fowler and Jonah, of Sussex, for the defendant.

This is an action brought by the plaintiff to recover possession of the land situated on the Millidgeville Road and occupied by the defendants. The plaintiff asks for:

1. A decree declaring them owners in fee simple.
2. A decree to restrain the defendants or their assigns from trespassing on the land, also from conveying mortgaging or otherwise encumbering the land.
3. A decree giving plaintiffs possession of the land.
4. A decree setting aside a deed given by Segee to Vanwart whereby a portion of the land was conveyed to the defendant Vanwart.
5. Damages.
6. Costs.

The defendant, Segee, claims the premises by 20 years' continuous possession. In 1872 James W. Segee, father of the defendant, entered upon and took possession of the land and "built a tool house, planted potatoes, and sometimes ate his meals thereon." Mr. Ewing announced that the plaintiff would produce a documentary title from the Crown in 1765. Considerable time was spent in the morning in reading the statement of claim defence and interrogatories. The attorney general offered in evidence a certified copy of a grant from the Province of Nova Scotia to James Simonds, Richard Simonds and James White, dated Oct. 2, 1765.

The remainder of the day was taken up by the plaintiff in putting deeds in evidence. The documents were put in evidence through Registrar J. Verne McLeod and Dr. Silas Alward, K. C., solicitor for the plaintiff.

The case will be resumed this morning at 11 o'clock.

## FUNERALS.

Mrs. Margaret A. Baizley.

The funeral of Mrs. Margaret A. Baizley took place yesterday afternoon at 2:30 from her late residence, 114 Douglas avenue. Rev. R. P. McKim officiated at the funeral services, after which the remains were interred in Fernhill. Six grandsons of Mrs. Baizley acted as pallbearers. A large number of relatives and friends attended the funeral. Many beautiful floral tributes were received, among which was a beautiful wreath from the County W. C. T. U., another from the North End branch of the W. C. T. U., and a third from the Park Commissioners.

William H. Drake.

From his late residence, 81 Wentworth street, the funeral of William H. Drake, son of the late Gilbert and Jane Drake, took place Tuesday afternoon at 2:30 o'clock. The funeral services were conducted by Rev. Wellington Camp and the remains were interred in Fernhill.

Frank Linton.

The funeral of Frank Linton took place yesterday morning at 10 o'clock from Beattie's undertaking rooms, Carleton, to Cedar Hill cemetery, where interment took place. The burial services were conducted by Rev. G. F. Scott.

## OBITUARY.

Ella May McAllister.

The death of Ella May, third daughter of John and the late Henrietta J. McAllister, occurred at 105 Victoria street, yesterday morning at an early hour after a lingering illness. She was well known, and will be much missed by a large circle of friends. She leaves, besides her father, three sisters and one brother. The sisters are: Mrs. Hugh Smith, of this city; Mrs. John E. Smith, at home; and Misses Jennie and Alma, at home. The brother is John E. also at home. Miss McAllister was twenty-nine years old. The body will be taken to Chipman on Thursday morning for burial.

Maurice Garvin.

Maurice Garvin, a native of Ireland, who has made his home in St. John for the past sixty years, died at an early hour yesterday morning at the residence of his daughter-in-law, Mrs. Melissa Garvin, Murray street. The deceased has been in poor health for some time, but the end came rather suddenly. He is survived by one son, Daniel Garvin, of Cambridge, Mass., and one daughter, Mrs. Wm. J. Gilbert of this city. The funeral will take place on Thursday morning at 8:45 o'clock.

John C. McKinnon, Chatham, Chatham, April 25.—The death occurred here suddenly this morning of John C. McKinnon, aged 40 years, leaving a wife and four children to mourn their loss. Mr. McKinnon had not been in good health for several months past, but he had been about most of the time, and his unexpected taking off after only a few hours' illness was a great shock to his family and friends. Deceased was a son of the late Roderick McKinnon, and was born in Windsor, N. S., and spent the greater part of his life in the sister province, coming to Chatham about fifteen years ago. The remains will be taken tomorrow to Truro, and the funeral will probably be held there on Thursday.

(Pittsburg Gazette-Times.)

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## WEDDINGS.

Sancton-Girvan.

A wedding of much social interest took place last evening at 5:45 o'clock in St. Andrew's church, when Miss Minnie Richards Girvan, daughter of Samuel Girvan, 57 Hazen street, became the bride of Dr. F. Gordon Sancton. Rev. D. Lang officiated. The bride was dressed in a blue traveling suit with hat to match, and carried a shower bouquet of white roses. She was attended by her sister Miss L. M. Girvan, whose costume was a white serge tailor-made suit, with black hat. The bridesmaid carried a bouquet of American beauty roses. The bride had as attendants little Miss Audrey Rankine and Master Gordon Wilson, the former groomed in white and carrying a basket of flowers. The groom was supported by George Blizard, while Allan Thomas and John Belyea acted as ushers. There were no invited guests, but seats were reserved in the church for the relatives and friends of the contracting parties. Immediately after the ceremony the happy couple left on the Boston train on a wedding tour. Returning they will take up their residence at 107 Orange street.

Recital in Centenary.

In Centenary school room on Thursday evening there will be a recital of interest to all music lovers in the city. The Mt. Allison Alumni Association, which will hold its annual meeting on Thursday afternoon, has arranged that Prof. Horfall, Miss Lucia Fydel and Miss Mitchell give a recital in the evening. Prof. Horfall is director of the Mt. Allison Conservatory of Music and is a pianist of exceptional worth. Miss Fydel is in charge of the vocal department. Miss Fydel is a rare soprano who always pleases her audience. Miss Mitchell, the head of the oratory department is well known in St. John, where she has been heard on previous occasions. The public are cordially invited and to all who attend is assured an evening of pleasure such as is rarely possible in this city. There will be no admission fee.

CLOSING COTTON LETTER.

By direct private wires to J. C. Macintosh and Co.

New York, April 25.—Sentiment both here and at Liverpool was distinctly reactionary this morning and there was a good volume of profit taking in both markets, which bought fair declines throughout the list.

It was the general impression that the big bull interests had recently taken profits upon a considerable scale in order to be in a position to support prices on reactions. From the manner in which support from this quarter was extended at the lower range today, this theory seems entirely plausible. There was a steady absorption of July near the 15 cent level and on a scale up and the final hour witnessed a fresh advance into new high ground. There were no fresh news developments but the impression prevailed that while a large acreage was being planted to the new crop under favorable conditions the acknowledged lateness of planting would play into the hands of the bull interests at the maturity of the old crop options.

Liverpool again reported spot sales of 12,000 bales and the spot markets there were unchanged to 1-8 higher. The highly foreign spot demand is perhaps the most impressive feature of the situation. The bulls appear to have the situation well in hand and the prospect is for still higher prices.

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## THE QUEENS

Toronto, the Queen City of Canada, is the important business and tourist centre of the Dominion, its many handsome churches, artistic public buildings, imposing office buildings, drives, parks and gardens, are the admiration of many thousands of visitors throughout the year.

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