

The Standard

Published by The Standard Limited, 82 Prince William Street, St. John, Canada.

TELEPHONE CALLS:
Business Office Main 1722
Editorial and News Main 1746

SUBSCRIPTION.
Morning Edition, By Carrier, per year . . . \$5.00
Morning Edition, By Mail, per year . . . 3.00
Weekly Edition, By Mail, per year . . . 1.00
Weekly Edition to United States . . . 1.50
Single Copies Two Cents.

Chicago Representative:
Henry DeClerque, 701-702 Schiller Building,
New York Office:
L. Klebahn, Manager, 1 West 34th Street.

SAINT JOHN, TUESDAY MORNING, MARCH 28, 1911.

THE ARBITRAMENT OF PEACE.

Whilst all the world should hail with delight the expressions of Sir Edward Grey and the advances of President Taft along the lines of International Arbitration, few thinking men will be found to entertain any strong convictions that the day of war armament and National defence burdens has all at once faded away into the twilight of universal peace. For the last ten years the increase of expenditures for armies and navies has been unexampled in the history of the world. Today they constitute the nightmare of every national chancellor, the menace of every attempt at wide social uplift, and the greedy leech that feeds ferociously and unrelentingly upon the vitals of the overloaded taxpayer.

The problem is rendered all the more complex and uncertain by the unexpected way in which science upsets the latest and most costly armaments, by fresh discoveries and applications, which render the huge munitions of today useless in the face of new inventions for destruction and defence, and call for their replacement by others whose cost is still greater. With guns of precision carrying great weights of solid steel and deadly explosives for a distance of five miles, with hidden submarines searching beneath the surface of the sea, with mines lurking in every league of territorial waters, and now with air navies added to the old land and sea forces, the future is hard to read, but certainly is fraught with awful possibilities.

An end to all this must come some time from sheer exhaustion if from nothing else. The question now is will it be reached by a universal armistice or through the channels of wise and peaceful counsel. The present phase of international expression gives hope that the compulsions of finance, and good common sense combined may avert the former and guide the world into easier and calmer waters. But it is idle to conceal the fact that the difficulties are very great indeed. The fleets of the world have multiplied with the growth of new and the advancement of old world powers. Japan has developed into overlordship in the Pacific, and China, awakened from long sleep, is to be reckoned with. Germany and the United States have vastly increased their navies, whilst smaller powers have strained their resources to build submarines and Dreadnoughts. Britain has been compelled to keep ahead in the race at enormous cost, and her widely scattered Empire will admit of no relaxation.

Whilst all these have been ostensibly built for the maintenance of peace, it is plain that they may at any moment be turned into the stress and storm of war. National necessities and national ambitions are still strong factors in determining national action, and lying on the outskirts of all the Great Powers are weak territorial aggressions which offer within them fruitful possibilities of trouble and discord.

And lastly, there is that mighty and often unmanageable race and national sensitiveness, which flares up on points of national dignity and honor, and sets at naught the counsels of prudent statesmanship. As a tiny match may fire the vast magazine, so may some circumstance, trivial in itself, but strong in contact with national pride or prejudice, fire the slumbering passions and convert long peace into sudden war.

All these things are with us, inherent in our human nature, and developed in our National organizations, and must be reckoned with. On the other side there are glimpses of hope and facts of progress already made. The Hague Tribunal has brought forth rich results already, and what is more, has shown the way to broader action. The settlement of the century and a half old fisheries dispute between the United States and Great Britain, in which points of right in territorial jurisdiction and of honor in positions assumed have been all happily adjudicated, is to date the largest achievement. It is this which has pointed the way to these two countries to strive for a peaceful tribunal, founded on treaty, which shall, if possible, arbitrate all difficulties that arise between the two nations, and gradually be enlarged to include the preponderating great powers of the world.

If the first step is accomplished, a practically homogeneous international agreement is assured, between which permanent agreement and perfect confidence may be hoped for to a prominent degree. No other two nations could bring so great a world influence to bear on back it up with greater intrinsic force. The moral influence would be immense, and the imminent physical power on which it rests is unquestioned. Sooner or later moral acquiescence would be given by other nations and in good time inclusion as international participants would follow. Such is the hope.

At present interest centres in the possibilities of an arbitration treaty between Great Britain and the United States, and the area it will comprise if it is finally concluded. On the part of Great Britain we believe little difficulty will be encountered. The will is there and the solidarity of Government renders it easy to carry out that will. In the United States, the Senate counts and the Senate has been the obstructive element so far encountered. It is jealous of its rights to sanction or refuse every treaty, and so far has been inclined to claim the separate approval of each question submitted. This is tantamount to a new treaty on every question, and practically nullifies the advantages of a general treaty. The Senate is very amenable to political influences, and in a country like the United States waves of prejudice are not uncommon.

Of course a treaty of arbitration is not an alliance for common action in war, and to be effective must avoid the very appearance of an offensive and defensive alliance. So far the avowal of intentions has been sympathetically received by other nations. We are on the eve of a change. The movement may result in a distinct relief to the present tense situation in respect to National armaments, going so far as to discourage further advances, even far enough to hold out the hope to a weary war burdened world of a better state to come. The prayers of the best men and women everywhere will be offered to that end.

THE CHARGE OF EXTRAVAGANCE.

The attempt of Mr. Robinson to distract the attention of the electors of York from the main issues of the campaign by introducing a resolution favoring Reciprocity as a want of confidence motion, was a foolish move. Ever since the election was announced Mr. Robinson and his little band of followers have been neglecting their legislative duties to address meetings all over the county, or have taken up the time of the House delivering fiery campaign speeches.

Most of the criticism of the Opposition has consisted of misrepresentation. The serious charges of mismanagement of the provincial finances for years, which Provincial Secretary Flemming brought home to them in the Budget speech remain unanswered. Mr. Tweeddale was the first bravo to take the floor, put up apparently for no other purpose than to read Mr. Malcolm's private letter to Premier Hazen, a deplorable incident without parallel in the history of the Province. Mr. Copp pondered and raved as is his wont, but failed to disprove a word the Provincial Secretary had uttered. Mr. Robinson, after a long wait, which he had spent examining files of the Auditor General's report, delivered a speech in which he made a lame defence of the old Administration and incidentally attacked the Hazen Government for extravagance.

This talk of Hazen extravagance is the amusing feature of the present Legislature. The Hazen Government have enjoyed a larger revenue than their predecessors, largely because the business of the Crown Land Department has been honestly, fairly, and fearlessly administered. They have spent that money for the betterment of the Province. From the current revenue they have paid a quarter of a million dollars in three years doing the work the old Government neglected to do, on roads, bridges, and wharves.

In 1901 the old Government got \$275,000 from the Government at Ottawa in settlement of the Eastern Extension Claims. They used this money to pay off their over-expenditure, but in 1902, because of damage to the bridges by freshets, they added \$150,000 to the permanent debt of the Province. Between 1901 and 1908 when they went out of power, the old Government had spent over \$600,000 more than their income, all the while neglecting to collect about \$100,000 annually from the Crown Lands. These facts were ignored by the Leader of the Opposition, who made no attempt to explain why this was done although he was remarkably glib on the extravagance of the Hazen Government.

What better use could the surplus revenue of the Hazen Government be put to than to repair the neglected roads and bridges of the country? What would be said of Mr. Hazen or his chief commissioner, if he allowed the money to remain in the bank while life and limb were endangered by the rotten bridges and transportation was interfered with? If it was extravagance to repair these bridges, if it was extravagance to increase the aid given to agriculture and to add to the educational grant, these are extravagances that will be applauded by the people of the Province everywhere. Mr. Hazen has not found it necessary to conceal his expenditures in suspense accounts and to present annual statements of the financial condition of the Province that were misrepresentations. Every expenditure has been made in the full light of day.

Mr. Copp and Mr. Robinson condemn the Audit Act. This is natural because under its provisions there is no chance to hide away an expenditure. The Government cannot get money out of the treasury beyond the legislative appropriation without giving a reason for it, and that reason the Auditor General is compelled by the act to make public. This was not the way under the old regime. They took the money and hid it away in a suspense account until it could safely be brought to light. All this is of the past and there will never again be a return to the old loose methods. The credit for it all is due to Mr. Hazen and his Government, a fact the people do not forget.

Mr. Hazen promised to give the people honest government. He has done so. He pledged himself to keep the expenditures within the income. He has also kept this pledge. He promised them cheaper school books and has fulfilled the promise. He promised a new and better highway act by which the people would secure the management of the road expenditures. He has done this. In short, Mr. Hazen has bettered in every department of the Provincial Government. For these changes he deserves the goodwill of the people of the Province, and now that there is an opportunity of comparing what he has done with the misgovernment and mal-administration of his predecessors the people are determined that there will be no return to the old conditions.

MR. CARVELL'S CAMPAIGN IN YORK.

If Mr. Carvell, M. P. for Carleton, is not sorry that he thrust himself into the York campaign, then he ought to be. He made a sorry exhibition of himself and his party at Medford on Saturday evening in his effort to convince the people that the offer of Mr. Thomas Malcolm to construct the Valley Railway was a bona fide offer and that Mr. Malcolm was prepared to go ahead with it. Hon. Mr. Flemming made it quite plain that where a matter of five millions of the people's money is at stake the Hazen Government would make certain that whoever recovers the contract for constructing the Valley Railway will be compelled to show their financial ability to complete the work without calling on the Province for additional assistance.

Mr. Malcolm's proposal is to do the work in ten mile sections and nothing is said in his letter about the completion of the whole. He might complete ten miles of the railway, get the guarantee, and then refuse to go further. The people of the Province want a better bargain than this. They will demand of the Government that there is money enough behind those who undertake the work to finish it. This is just what Mr. Flemming says the Hazen Government will require. The project has been long enough in the air and Mr. Carvell's visit to York during the present campaign furnishes conclusive evidence that Mr. Carvell wants to keep it there to serve his own selfish ends.

In the meantime steady progress is being made by the Hazen Administration to secure the construction and operation of a railway that will not only open up the country through which it runs, but will form part of a trunk line. Mr. Carvell has shot his bolt and it has failed to reach the mark. Had he sincerely desired the construction and operation of the railway as part of the Intercolonial system he would have remained at Ottawa and endeavored to secure such modifications in the specification as would be likely to bring about the result, he says, he is so anxious to secure for the people of the Upper St. John.

The Telegraph is apparently preparing its readers for the defeat of the so-called Liberal candidate in York. Mr. Burden never had a chance of election and those who induced him to enter the campaign knew it when he was nominated. His campaign was hopeless from the start. Mr. Carvell's presence, instead of assisting him has had the reverse effect. The miserable showing of the Opposition in the House this session has also had a depressing effect on the opponents of the Government in York, and no amount of hysteria on the part of the Telegraph can produce any enthusiasm.

CORRESPONDENCE.

THE COMMISSION PLAN.

To the Editor of The Standard:
Sir,—There is one feature of the Commission Plan which I am sure must be very distasteful to a great number of the citizens of St. John, and that is the dictatorial, overbearing way in which a certain number of these so-called reformers are endeavoring to drag the people of the city into the adoption of their newly acquired views.

Because a certain number of the members of the Board of Trade became afflicted with a mania for a commission for St. John, it does not make everybody, who is not taken with this fever, an utter fool. Yet this is the position assumed by these gentlemen. They meet together a few times, they examine the government by commission adopted in some bankrupt, or nearly bankrupt and graft-ridden cities, and suddenly conclude that this is the proper way for St. John, when hardly any of the conditions are at all similar.

The gentlemen evidently have not studied those systems of civil government and administration similar to our own present system, and the wonderful success achieved under this form of government, and they come to this Loyalist city and ask us to adopt their Yankee notion of commission, when our own British Empire furnishes us with so many better examples.

They ask one to vote for commission, and then seem to look on one as a subject for the asylum, if one is against it. If asked where reduction in expenses is to be made, they do not know; if asked to point out instances of graft in the present city council, they cannot do it. All they can do is to point to some mistakes and errors which have been made, and which I venture to say occur in any business house.

Suppose, for instance, the administration of any large business house were thrown open to the public—as is the case with the city of St. John, its administrators influenced by factions and creeds, its every move open to the fierce light of an active press, and I venture to say we should see more mistakes and errors than are made by the Common Council of St. John.

There can be no question, we are safer from political and religious troubles with 17 aldermen than we can possibly be with five commissioners. A party can easily control five, where it cannot handle seventeen. And these commissioners are going to be subjected to the same influences, to the same public and working that the aldermen are fighting now, with this difference—the aldermen are independent, they have their business back of them, but the commissioners, elected on a salary, obliged to drop their regular business, will be more dependent upon the votes they must receive, than any alderman can possibly be.

Furthermore, there can be no doubt to an unprejudiced mind, that in no case will the commission mania, there will be far more politics with five commissioners than there can be with seventeen aldermen. I say so, and I venture to say this opinion is confirmed by the features. The first is, that although there are a few Conservatives on the Citizens' Committee, the great bulk of the workers for commission are Liberals.

The second feature is the attitude of the Telegraph and Times. These papers are different from The Standard, which represents a large number of small shareholders—the people's paper—but the Telegraph and Times are the personal organs of Wm. Pugsley and a small group of Liberals. We know these papers on two occasions tried hard to elect a complete slate of Liberals to the Common Council and failed, but under the guise of the commission idea, and supported by some deluded Conservatives, they hope to carry the commission, and they will then attempt to elect a ticket of four or five Liberals, and in this way secure control of the votes and patronage of the whole administrative system.

This belief is held by a good many people in the city of St. John, and unfortunately no denial from the Telegraph and Times could shake it, because their misrepresentations and their deliberate perversion of truth, have placed them in a class with Gulliver's Travels, and the Tales of one Baron Munchausen.

I think the commission scheme is bound to be defeated, but I do hope that the suddenly enthusiastic civic reformers will all offer as aldermen, and I have no doubt that a number of them would be elected, when their energies could be properly directed along our present well established lines of civic administration.

I am, dear sir,
Yours truly,
CITIZEN.

St. John, March 25th.

WHERE "TAX-PAYER" GETS HIS.

To the Editor of The Standard.
Sir,—I notice in the Telegraph of 24th inst., a communication signed "Taxpayer" and dated Charlottetown, March 20th, 1911. The language displayed by this satellite of the old government is wonderful and the lies he tries to tell, but he cannot tell them in proper shape. Anyone knowing the man would have pity on him. He is so very much disappointed now that he cannot get the pay he used to get under the old administration, and the general opinion is that he must not be allowed at liberty, for he is dangerous.

ANOTHER TAXPAYER.

Charlottetown, March 25, 1911.

A PROTEST.

To the Editor of The Standard.
Sir,—Having some business in No. 7 warehouse, West Side, between the hours of 12 and 1 o'clock, noon, on Wednesday last, the 24th inst., I was surprised to find no one in charge of the warehouse. In one room, either a gear room or workshop, steam fitters must have been at work, as in this room there was a red hot stove and the door of the room was open so that any one who wished could enter.

Now, Sir, in justice to the property owners, the insurance people and the winter port in general, I think this is a disgraceful state of things. Supposing fire should occur and gain headway before being discovered, it would not only destroy No. 7, but the warehouses of the city that cost hundreds of thousands of dollars to build, and would also divert the trade of the port to other channels, which might be hard to get back again.

In justice to the city which employs

both day and night watchmen this thing should be remedied.
Thanking you for your valuable space,
I remain yours,
T. S. SMITH.
St. John, March 25th.

Run Over And Killed.

A fatal accident occurred at Matamoras early yesterday morning when John Smith, of that place, was struck by the east-bound Montreal express and killed. The unfortunate man was engaged at the time in shovelling snow over the railway crossing to make it easier to haul his sled across. Several other trains were shunting around the yard and he evidently did not hear the warning of the whistle. The locomotive struck him and hurled him from the track, killing him instantly. The remains were taken care of by the authorities and it is understood that an inquest will be held.

Reciprocity Advocates Won.

A large audience in Exmouth street school room last evening listened to an interesting debate on reciprocity. It was "resolved" that reciprocity as outlined by the committee recently met in Washington would be beneficial to Canada. The affirmative was championed by W. A. Adams, R. P. Goodrich and W. E. Lawton, while the negative was supported by Roy Sandford, W. G. Drake and E. H. Irwin. Ex-Chief Justice Tuck, Rev. H. D. Marr and F. S. Bonnell acted as judges. Strong arguments were advanced by both sides which made it rather a difficult matter for the judges to render a decision, but after careful consideration his honor in a pleasing speech in which he complimented the young men on their addresses announced that the decision was in favor of the affirmatives. At the close of the debate the ladies of the literary department of the Epworth League supplied refreshments to those taking part. The evening proved a very enjoyable one.

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