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E. W. McCREADY,
President and Manager.

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THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES
New Brunswick's Independent newspapers.
These newspapers advocate:
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion
No graft!
No deals!
"The Thistle, Shamrock, Rose entwine, The Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., APRIL 13, 1912.

ST. JOHN AND HALIFAX

The Halifax Herald a few days ago published a plan of the proposed Courtenay Bay works, together with the speech recently made here by Mr. J. Norton Griffiths, M. P. All this was supplemented by a two-column editorial in the Herald, telling in detail of St. John's progress during the last fifteen years, and informing Halifax that it has stood still and is losing great opportunities because its people do not do something to help themselves as the people of St. John have done.

The Herald praises St. John for having adopted the commission plan, saying on this subject:

"Reactionaries, fossils and mossbacks are given short shift in St. John. The people over there are not only going in for the great development of the port and the city, but they have adopted commission form of civic government and nominated a man of the great business ability and success of W. S. Fisher for mayor."

And again:

"But most important and most valuable of all is the spirit of enthusiastic optimism, of invincible courage, and undaunted hope which has developed among men, women and children of that city."

The Herald tells of the natural advantages of Halifax as a port, and minimizes those of St. John, and then proceeds as follows:

"But St. John had men—men who had faith in St. John, faith in its future, faith in themselves, and faith in their ability to make St. John a great port.

"These men stood together. They had enthusiasm and determination. No financial burden or natural obstacle appalled them. Apparently insurmountable difficulties only served to ensure their being overcome.

"With these men it was, St. John—first, last, all the time!

"Party politics—both parties in turn—were merely tools used to accomplish the end in view."

"What do the people of Halifax think of the way St. John is going ahead?

"What are the people of Halifax going to do for themselves? and

"When are they going to start?"

The object of the Herald, of course, is to spur Halifax to progress, and to compel the Borden government to contribute more lavishly toward the expansion of Nova Scotia's capital. It is pleasing, nevertheless, to note the Herald's generous estimate of St. John's growth and outlook, and its hearty commendation of the movement of our citizens in adopting commission government and bringing out a strong ticket in the civic elections.

PROTESTING TOO MUCH

The Standard says that Mr. Flemming was in Montreal on Tuesday, and that Mr. Hazen was in Montreal on Thursday, and that both at one time or another encountered Mr. Gould in the rotunda of the hotel, but that these meetings were "purely accidental" and that neither Mr. Flemming nor Mr. Hazen visited C. P. R. headquarters with Mr. Gould.

Under parliamentary procedure it is customary to accept any denial entered by the honorable gentlemen opposite, but in this case we cannot do so. Also it is necessary to point out that while the Standard's denial purports to be very broad and sweeping it is materially weakened by an admission that Mr. Flemming and Mr. Hazen did meet Mr. Gould at the Montreal hotel as was asserted in The Telegraph's article. There is every reason to believe that the conference with the C. P. R. took place, and that the meetings with Mr. Gould were by no means accidental.

The Standard doth protest too much. Its makes voluble denial of any intention on the part of the provincial government to play into the hands of the C. P. R. by delaying construction of the Centreville Grand Falls section, and says that such a suggestion is scandalous in the extreme. The Standard is suspiciously indignant over the whole thing. It may be pointed out that these denials would be much more convincing had the Standard explained why Mr. Hazen refused to permit legislation at Ottawa which would have guaranteed the construction of the Andover bridge, and why it was necessary for Dr. Pugsley and Mr. Carvell to introduce an amendment giving the province twelve months grace in case the road is not completed from St. John to Grand Falls by November 1, 1915. The bill as it was introduced gave the Federal government the right to withdraw I. C. R. lease and operation if the road were not complete to Grand Falls by that date. That loophole of escape is only partially stopped by the Pugsley-Carvell amendment, but that was the best that could be done under the circumstances. Also there is that matter of the toll bridges. The Standard has not explained why it was necessary to create separate companies to build the Valley Railroad bridges to which the Dominion government is contributing a million dollars, or why these toll bridge companies have a C. P. R. man prominent in their make-up.

Evidently the purely accidental meetings in Montreal were somewhat more significant than the Standard is prepared to admit. No doubt these puzzling and disturbing features of the Valley Railway project will be the subject of further enquiry at Fredericton.

SLOW-WORKING COMMISSIONS

The Tories are moaning over the loss of their tariff commission, but the history of the operations of a similar commission in England, will make unbiased men still more doubtful of the advantages of this scheme of Mr. Borden. The English commission was a volunteer affair, but it was guaranteed to be strictly scientific in its operations. It was one of the devices through which Mr. Chamberlain would gild the protectionist pill in England.

It has been carrying on its scientific activities for more than nine years, and the difficulty with its slow and measured pace is that the facts on which it works all become antiquated before its conclusions are reached. It was to investigate fifteen trades, and it has in that long period reported on only three. In thirty-six years more it hopes to cover the other twelve. In the meantimes the facts upon which it has based its findings in respect of the three reported have been entirely discredited by great prosperity in these industries. Mr. Chamberlain built up his propaganda on the prophecy and hope of decadence in many English industries, but the perverse facts refused to conform to his predictions, and, as the commission worked altogether on his theories, there seems no chance at all of its findings being taken as authoritative. Its melancholy labors go for nothing.

It is true that the great coal strike has adversely affected every industry in Britain, and this may give new life to the prophets who batten on gloom and disaster. If it causes the country to turn to a false economic theory to recover from industrial war, it will mean the complete decline of Britain's greatness. It is not at all impossible that something like this may happen. Even in scientific France, a few years ago, the authorities removed the religious mottoes from schools to prevent a fever epidemic among the scholars. It is like the working of the protectionist mind to think that by calling in pestilence they will remove the effects of famine. But the industrial activity of the past years had thoroughly discredited the whole protectionist agitation in England.

A FINE START

Friends of commission and supporters of the citizens' ticket have much cause for congratulation this morning. While Mr. W. S. Fisher is eliminated by Tuesday's vote, largely, no doubt, because of his absence from the city, Mr. H. B. Schofield leads the poll among all the candidates, while in the race for commissionships Mr. Miles Agar is third, Mr. C. B. Allan fourth, and Mr. W. W. Allingham fifth. Thus the whole four citizens' ticket men are in the final, and so well up on the list as to give every reason for confidence in the success at the next polling. It is fair to assume that many of the votes cast for candidates who are now out of the race will now go to the citizens' ticket whose members are seen to be running so well. Steady, united work should win.

It is a most interesting race now, for though Ex-Mayor Bullock had a big lead over Mayor Frink it may be thought that much of the vote cast for Mr. Fisher will now swing to Mayor Frink as one of the earliest promoters of commission and one to whom the Citizens' Committee tendered its nomination. The labor vote was split between Messrs. Allingham and Maxwell. Now that Mr. Maxwell is out of it, his vote, if placed behind Mr. Allingham would make him a commissioner. Messrs. McLellan and Wigmore, the former particularly, rolled up a very formidable vote, and Messrs. Potts and McGoldrick are also in the running still, but it is just a question whether all of these gentlemen did not reach high-water mark Tuesday. Certainly much of the strength wasted on candidates who are now retired will go to the citizens' ticket. The vote recorded for this ticket is as gratifying to its friends as it will be surprising to its opponents. Many electors whose favorites were beaten, and who see the strength developed by the citizens' ticket as a whole, will now be disposed to give Messrs. Schofield, Agar, Allan and Allingham their support. Indeed a strong drift of popular support toward this ticket is now one of the developments to be expected confidently.

The first election shows a strong, consistent, public-spirited support of the citizens' candidates, by men in every walk of life, who wish to see the commission plan given a fair trial by commissioners fully in sympathy with it. Critics of the Citizens' Committee have not all been fair or good natured. Reactionary prophets have not been very wise in forecasting the outcome of the citizens' movement. These critics and prophets will find a deal to think about in the voting of Tuesday.

THE SENATE'S ACTION

The Senate in objecting to the government's tariff commission bill desired to amend the legislation so that any company asking for a higher tariff to "protect" its products should submit to an investigation of its financing, the amount of real money invested as compared with the amount of stock issued, and the number of workmen employed. The government was unwilling to make this change in its bill. In fact, rather than guarantee this amount of publicity in connection with proposed increases of the tariff, the measure was allowed to drop for the present at least.

This indicates clearly enough that the Senate's action was justified, and that the Conservative plan was to prevent Parliament from securing sufficient information regarding any "infant industry" to enable its members to form a correct opinion as to the need for additional protection.

Before the country heard that the Senate had held up the tariff commission bill, several protectionist organs had praised the government's plan to the skies. The Canada Lumberman gave the country some idea as to what certain manufacturers expected from the tariff commission when it said:

"The decision of the Dominion Government to appoint a tariff commission will be received as promising news by lumbermen in Canada. They will now have a definite body before whom to lay their claims for fair treatment in the form of protection against United States lumber equal, at least, to the duty on Canadian lumber entering the United States."

Mr. Ames, who was foremost in his promotion of the measure in the House of Commons, gave a still clearer indication of what was expected from the commission when he said that the protectionist manufacturers looked forward with confidence to the selection of commissioners who would be soundly orthodox in regard to the doctrine of adequate protection. He and others took it for granted that the commission would be a commission of men wedded to the protectionist idea, instead of to a broader conception of the tariff which would lead them to set their faces against class legislation.

Of course Mr. Borden is bound to revive in some form his plan to revise the tariff upward. But, now that the country will have time to think the matter over for a season, and in view of the conclusive evidence that the "interests" expect a great deal from the tariff commission proposal, the Conservative effort to satisfy the "interests" at the expense of the country is likely to be hedged about by many serious difficulties.

PRESIDENTIAL CANDIDATES AND THE TARIFF

The activities of Roosevelt in the United States campaign have thrown most tariff discussion into the background, but Taft's policy of revising the tariff schedule by schedule does not seem to be gaining in favor. The Democrats are preparing to offer the country the prospect of tariff relief more substantial than is offered by the principle of making the tariff cover the difference between cost of production in the United States and foreign countries. Taft's proposal, which is really equivalent to saying that the government will guarantee the success of any business so far as outside competition is concerned, goes far beyond anything that has formally been dreamed of by the most rabid protectionists.

For half a century it was held that the idea of the tariff was to support infant industries. Now that they can stand on their own feet it is suggested that, however costly they may be, the country tax itself permanently to the extent that the extra cost may require. There is not much to choose in the matter of tariff the cries between the Republican candidates. Most of the discontent with the present administration has been caused by the president's attitude on this subject. He has been fairly consistent in his high protectionist theories. Roosevelt has not been consistent on this subject. He has tried to be radical and conservative at the same time, and his enemies declare that there has always been something of the Jekyll and Hyde nature about Roosevelt's principles. He sides with Payne and Taft in New York, and with the insurgents in the West. A paraphase of Hosea Bigelow's lines is invited by his antics:

"But just to decide 'twixt stan' pat and insurgent
He finds ain't expedient, not to say urgent;
He hums and he haws, backs and fills till you're dizzy;
In Kansas is one thing; in New York what is he?"

The Democrats seem better to represent the present temper of the people on this subject than their opponents. The people may secure real tariff relief, if they elect Wilson or any one of the other candidates prominent in the race for Democratic honors, save and except the wild demagogue, Champ Clark.

DR. PUGSLEY'S WORK

(Evening Times.)

In an interview which the Times prints today, Hon. Dr. Pugsley tells the story of Courtenay Bay development. It will be noted that there was a marked difference between the position in which Hon. Mr. Hazen found himself when he assumed office at Ottawa and that of Dr. Pugsley when he became minister of public works. Dr. Pugsley had literally to create a sentiment in favor of spending money on a liberal scale to dredge St. John harbor and to take over as a government work the building of wharves on the west side. When it came to Courtenay Bay, he was discussing an unknown quantity. Nobody at Ottawa knew anything about it, and very many people in St. John jeered openly and loudly when the development of Courtenay Bay was suggested. Dr. Pugsley was confronted by this local skepticism when he pleaded at Ottawa for the adoption of his policy. It was no easy task to get the consent of his colleagues to an expenditure for preliminary work—for did not leading St. John men say it was folly?

In the face of all this Dr. Pugsley persisted and carried his point, and when he went out of office it was only necessary to award the contract for the great development work which is now to begin.

When Mr. Hazen's turn came to press for action on the part of the new government he had not only the benefit of all that Dr. Pugsley had done, but had at his back a solid city of St. John, demanding immediate action. His task was a simple and easy one.

The ex-minister of public works had not only to persuade his colleagues at Ottawa of the wisdom of his policy of development, but he had to convince nearly half of the people of St. John. That he was able to do both will be a notable part of his splendid record of public service in the parliament of Canada.

AN HOUR OF PERIL

Fifteen thousand women suffragists are to parade up Fifth Avenue, New York, on May 4, wearing hats exactly alike, each hat to cost thirty-eight cents. This announcement should be sufficient to convince everyone that the suffragist, or suffragette, movement is a very serious one, and that it must be reckoned with. So long as it seemed to strike womenkind only in the head it did not seem particularly dangerous. But now that it strikes them in the headgear, a point about which they are most sensitive, it must be recognized that the hour is a perilous one. Hitherto it has been the aim of fashionably ambitious women to wear a hat that would make every other woman's hat look like thirty-eight cents, but when the pursuit of martyrdom reaches a point where 15,000 devotees are willing to bear the torture of thirty-eight cent headgear, and on parade too, in plain view of 100,000 other women who will be wearing something more expensive, it must be admitted that the war is on. Mere man may well stand aghast at these signs of the coming revolution; yet this plunge into thirty-eight cent hats carries with it certain suggestions which many men may regard as somewhat compensating, for the demands of the thirty-eight cent hat upon the average male pocketbook would be small, even if the mental extravagances of milady should be somewhat extreme.

But the demonstration of May 4 in Fifth Avenue is likely to be only a flash in the pan. For if the general commanding the suffragette movement insists upon the thirty-eight cent hat as a badge of courage or independence for all volunteers, then the movement will dissolve forthwith. If there is to be a revolution it must have all the trimmings.

THE GERMAN SOCIAL DEMOCRATS

The Social Democracy is at present the strongest party in Germany and has been for about forty years. Its progress has been continuous during that time and its influence in keeping the peace cannot easily be over-estimated. The members of the party will not refuse to go to war if war comes—Herr Bebel himself has declared that he would carry a rifle and fare forth in defence of his country—but their influence is altogether thrown on the side of peace.

The prodigious growth of this party is due in part to the economic evolution of Germany since the war with France. It is due still more to the propaganda which is carried on unceasingly. When a hall cannot be secured they hold meetings in the open, and the party divinities, men like Bebel, Singer, Auer and Kautsky, can always be counted on to attract great crowds. Then the party is rich. They have assured the material condition of their agitation in organizing their finances. They pay their representatives in Parliament, and also pay those who assist in propagating the party views, so as to enable them to give their whole time to the agitation. The ideas of the party penetrate to the most remote region. They encourage debating societies, answer questions at their public meetings, and one opponent has declared that the general elections are for the social Democracy like great tides "which leave everywhere after them in the country little ponds in which the socialist bacillus develops in order then progressively to infect the neighborhood."

The party today is greatly changed from what it was a quarter of a century ago. Their agitation is as peaceful as that of trade unionists or co-operators in England. They try to gain sympathy by taking up the cause of any distressed worker, of ill-used natives in the colonies, and urge redress by the state. They have ceased to denounce the churches and they look for reform instead of revolution. They look upon the state as a great moral institution for the education of the race. The present state has become to them a means of removing evils and not an evil to be removed. This change of sentiment has been almost unconscious among the mass of the party, and is due to the progress the country has made in wealth and industry, and to what the state has done for the working man. Marx is no longer their chief prophet, and with the death of Bebel, who is now an old man, the last tie binding the party to extreme views will be severed. Bernstein has often proposed in congress that the old doctrines and policy of the party, involving as they do the despair of reform and insisting on revolution, should be dropped, and a few of the old leaders alone stand in the way of his success. When this is done the party will secure enormous accessions from the moderates of all classes, and will be the chief force in Germany seeking to promote the larger life of the people.

THE SONG OF BIRDS

As far as anatomy is concerned the raven has the same elaborate syrinx as the nightingale and the thrush, but the raven cannot sing. Special mental faculties are required to produce song. The raven can moderate its voice and even learn to talk, but it has never been taught to sing. Even nightingales vary individually; some learn to sing marvellously well and others remain tyros under the most careful education. There is no doubt that birds have achieved such a high mental development that they sing because they enjoy it. Many a tame canary, magpie or starling has repaid its keeper with a song out of season, because of his mere presence or because of kindness shown.

The season of song is with us, but because of the recurring cold days many a bird has called to its mate to build on barren boughs, as the sudden warmth followed by winter days has cheated even the cautious crocus into squandering its gold before its time. The jubilant voice of spring is quickly silenced by the supervention of cold weather. It is only the cock's shrill clarion that rings out in time of frost and snow. It may be heard at the birth of day all the year round, but in the spring time alone there is no uncertainty about its cadence. Now the drumming of the ruffed grouse and the plaintive wail of the plover will keep time to the shrill challenge of the cock as nature grows more joyous. The hoot of the owl and the solemn chime of the bell-bird will swell the chorus when spring is well established. These will be followed by the wren and the redbreast, by the whip-cracking of the manakin, the joyous burst of the chaffinch, the harsh cry of the guillemot and the wearisome two-noted cry of the chiffchaff.

It is only the male bird that sings, and he does so under the all-powerful influence of love. When the brood of the nightingale is hatched the song of the sire is hushed, and the notes which he poured forth for weeks without stint are changed to a guttural croak to express alarm or anxiety. If the nest is destroyed at this early time and the contents removed, the cock speedily recovers his voice, and his favorite haunts are again filled with his bewitching strains as his mate undertakes again the wearisome round of nestbuilding and incubation. The energy that the nightingale expresses in song takes other forms among his neighbors. The snipe mounts aloft and circles around among the clouds. The peacock spreads his feathers in ludicrous and majestic ways. The raven sports in the heavens, turns on his back at great heights and wantonly precipitates himself many yards towards the ground. His mate witnesses his solemn sporting in the upper air. The ruffed grouse runs in circles till the turf is worn bare, or drums in the forest. The sandpiper holds a war dance on his hillock in the marsh, and the woodcock beats evening after evening the same aerial path, with sudden and sharp turnings.

In spite of the cynical observation of the poet that

"Heard melodies are sweet,
But unheard melodies are sweeter,"

everyone will rejoice that the time of the singing of birds has come again.

NOTE AND COMMENT

The Railway and Marine World, Toronto, publishes a striking birdseye view of St. John harbor as it will appear a few years hence. St. John is beginning to enjoy a much larger measure of publicity than of old, but it needs more still.

* * *

Fredericton is going to have a publicity campaign. So is Moncton. Meductic and several other small places are also actively making known their advantages. There are a dozen other New Brunswick towns which might well be similarly engaged, for the country about them is good from the agricultural standpoint and they all have many inducements to offer to settlers and investors.

* * *

Here are some lines from Rudyard Kipling's poem, "Ulster," which has been cabled to Canada and the United States:

The dark eleventh hour
Draws on and sees us sold
To every evil power
We fought against of old.
Rebellion, rapine, hate,
Oppression, wrong and greed
Are loosed to rule our fate
By England's act and deed.
Now England's shot and steel
Beneath that flag must show
How loyal hearts should feel
To England's oldest foe.
We know the war prepared
On every peaceful home;
We know the hells declared
For such as serve not Rome.
The terror, threats and dread
At market, hearth and field;
We know when all is said
We perish if we yield.

Mr. Kipling's politics have once more penetrated his poetry. Already some of the reviewers are reminding him that this is the twentieth century and not the fourteenth, or even the sixteenth. All the same there are few who have been able to employ the English language with so much vigor.

Everywhere schools and colleges are doing things, not merely talking about them. The education de luxe—the education for show—will soon be consigned to limbus. Already we say, "That man is best educated who is the most useful." And the true test of education will lie in its possessor's ability to serve.

Do not go out of your way to do good, but do good whenever it comes your way. Men who make a business of doing good to others are apt to hate others engaged in the same occupation. Sacrifice and self-abnegation are not needed.

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* * * *

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Yet the price of Maritime Wire Fence is no higher than you must pay for ordinary fence. But the life of the Maritime Fence is far longer—and the fence surely reliable.

* * * *

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* * * *

You can bank on the strength of this fence Make the test for yourself and your neighbors. Then get the agency—it will pay you well. Address

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BRUCE'S GIANT ROSE FEEDING BEET—The most valuable Field Root on the market; combines the rich qualities of the Sugar Beet with the long keeping, large size and heavy cropping qualities of the mangel. 1-4 lb. 20c., 1-2 lb. 34c., 1 lb. 55c., postpaid.

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FORTY PEOPLE HAVE NARROW ESCAPE WHEN BRIDGE GOES DOWN

Washademoak Structure Collapses as Central Train is Crossing and Four Freight Cars Go Into River With Span of Bridge—Passenger Car Kept the Rails.

Thursday, Apr. 11.

Cody's Station was the scene of a serious accident about 10 o'clock yesterday morning. Between forty and fifty lives were in danger. The Washademoak bridge collapsed just as the regular Central Railway train was crossing. The train was in charge of Conductor Morrison, and was running from Norton to Chipman. It was made up mostly of freight and coal cars, but at the rear was a passenger car which was filled. Some of the passengers were school teachers returning to their schools after spending the Easter holidays at their home.

The train was running on time. When it was crossing the bridge, several of the abuttments gave way, and four of the freight cars fell into the river. One of the heavy steel spans of the bridge also fell, and smashed a couple of the cars. Fortunately, the engine remained on the tracks and did not go through, and the passenger car also kept to the rails, as the couplings on the freight car next to it broke. The conductor and train crew were at the back of the train, and not a soul was hurt. The cars and bridge went down with a crash, and there was naturally great commotion for a time among the passengers. However, all left the train in safety.

Had the accident happened less than a minute later, the passenger car would have plunged through the bridge into the river and the lives of the forty passengers might have been lost, as the river is quite deep at that point.

The bridge that collapsed is known as the Washedemoak Bridge. It was destroyed by fire in June last. It was rebuilt, and it is alleged that the abutments that replaced the old ones were inferior to the original ones. The work was done under provincial government supervision.

Soon after the accident word was sent back to Minto and a wrecking crew will be sent out from there. The passengers will be taken across the river in boats and forwarded to their destination by special train.

Moncton, N. B. April 10—(Special)—Permission has been gained by the New Brunswick Coal & Railway Company from the Transcontinental Railway office in Moncton to run a light engine from Chipman to Moncton over the Transcontinental, thence over the I. C. R. to Norton and out on their own line to Washademoak to bring back the passenger car left standing on the Norton side of the collapsed Washademoak bridge.

Information received in Moncton shows that the passengers had a miraculous escape. The automatic setting of the air brakes averted a terrible loss of life.

A later report from Codys states that the engine of the train had crossed the bridge and was on the Chipman side when the bridge gave way, while three cars were safe on the other side.

The mail service will be to Moncton on the Grand Trunk Pacific rails and from there to Norton via the I. C. R. Most of the passengers were women. Some were shaken up considerably in the wreck.

DOCTORS USE THIS FOR ECZEMA

Dr. Evans, ex-Commissioner of Health, says: "Eczema is a skin disease." The skin must be cured through the skin. The germs must be washed out, and so salves have long ago been found worthless. The most advanced physicians of this country are now agreed on this and are prescribing a wash of wintergreen, thymol and other ingredients for eczema and all other skin diseases. This compound is known as D. D. D. Prescription for Eczema.

Dr. Holmes, the well-known skin specialist, writes: "I am convinced that the D. D. D. Prescription is as much a specific for eczema as quinine for malaria. I have been prescribing the D. D. D. remedy for years." It will take away the itch the instant you apply it.

If you have skin trouble of any kind, we certainly advise you to drop in on your druggist and investigate the merits of D. D. D. anyway. He has investigated and he knows that D. D. D. will help you, or send for a free trial bottle to the D. D. D. Laboratories, Dept. T. W. W., 49 Colborne St., Toronto.