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SAINT JOHN, TUESDAY MORNING, MAY 10, 1910

TESTIMONIALS.

The tone of apology which the government press has adopted respecting the Fielding testimonial shows a dawning sense that a serious political mistake has been made. Sir Wilfrid Laurier made the feeble defence that the case differed from the testimonial to Sir Hector Langevin in that Mr. Fielding did not receive money from contractors or officials. The truth is that Mr. Fielding received a great deal more money from persons interested in dealings with the government than Sir Hector Langevin did from all sources. It is absolutely certain that the Fielding testimonial was made up by men very largely interested in iron and steel bounties, in companies which sell coal to the Intercolonial, in the bank which handles the government loans, and in large industrial concerns favored by the Fielding tariff, by the chief proprietors of companies desiring favorable insurance legislation, and by the chief owners of railways that are subsidized and seeking subsidies. It is absolutely impossible to find in this country any persons having larger financial interests under the influence of the government than the principal subscribers to the Fielding testimonial.

This is why the list of subscribers is not made public. Sir Wilfrid Laurier has himself declared in the most emphatic way that such publicity is absolutely necessary to free the transaction from suspicion. He has stated that the promoters of the testimonial to Sir John A. Macdonald did wrong in not publishing the names of the subscribers. Sir Richard Cartwright has declared that this secrecy creates a presumption of guilt, and is an aggravation of the offence. He has also declared that a minister has no right to take gifts.

Mr. Fielding has taken a gift and a large one. Therefore according to Sir Richard he is guilty of wrong. He has allowed the matter to be concealed. Therefore, according to Sir Wilfrid he is afraid to have the facts known, and has a guilty mind. The transaction has been kept secret which is a proof of corruption. Such is the judgment of Sir Wilfrid's colleagues. They cannot get away from this record. They cannot hush it up. They will hear it east and west. It will be talked among the people who pay the taxes, and contribute the bounties, and pay the bank charges, and the railway subsidies, and who know how Mr. Fielding formerly condemned the tariff which he now continues to the very persons who subscribe to the testimonials. If Sir Wilfrid Laurier and his colleagues think that they can condemn testimonials and receive testimonials without the public taking notice, they have something to learn within the next few months.

MR. CARVELL AND THE VALLEY RAILWAY.

"Mr. Carvell has shown his position in the matter "by the renewal of the double subsidy for the Valley "road, not the Gould line from Andover to Westfield, but "the Valley, the people's line, from Grand Falls to St. "John."

So we read in the Woodstock Sentinel over whose editorial column runs the legend "F. B. Carvell, President."

Mr. Carvell seems anxious to efface Mr. Pugsley in this matter. He makes himself the sole authority in railway subsidies on the St. John Valley. Not only Mr. Pugsley, but Colonel MacLean, and the member for Victoria are complacently snuffed out.

Mr. Carvell may have made up his mind to prevent the construction of a through line from St. John through Carleton county to Quebec. There was formerly a subsidy for a road to the international boundary with the view of extension across Maine to Quebec City. Four or five years ago it suited both Mr. Carvell and Mr. Pugsley to have such a road subsidized. Now they are determined to kill it, apparently because they suppose that Mr. Hazen desires to have such a railway constructed. This time last year they were trying to prevent an arrangement for Intercolonial operation, because Mr. Hazen had favored that place. They changed suddenly in favor of this project when they heard that Mr. Hazen was considering another. No doubt they will swing back into obstructing the Intercolonial plan if they find Mr. Hazen trying to work it out. Their main idea is to head off any attempts of the provincial government to give the Valley people a railway. Having failed to do anything themselves toward the construction of the Valley road they are determined that no one else shall succeed if they can help it.

Of course it is not true that Mr. Carvell or any one else has procured "the double subsidy" for the Valley Railway. The subsidy is exactly the same as that of the smallest and easiest branch line. There are no smaller subsidies in the whole list, though larger assistance is given to some projects. No railway has been subsidized by the federal government in the last ten years at a lower rate than that of the Valley road. There is no double subsidy about it.

ROYAL TOURISTS.

It is probable that within the next five or six years we shall have another Prince of Wales making a formal tour of the Empire. The eldest son of the King is a sailor like his father, and by the time he is of age will have seen most parts of the Empire where warships go. The late King Edward was sent to Canada while little more than a boy, though he was remarkably mature for his years. He thought it better that his own son should make the circuit of the Empire in one tour, and that he should first have acquired more knowledge and experience than he himself had when he came to Canada. Thus while Prince Edward came under the care and direction of the Duke of Newcastle, and was left very little to his own initiative, Prince George and his wife went among the people as thoroughly responsible tourists, controlling their own movements, and seeking information in their own way.

Which example shall be followed by the next heir to the throne will not be determined for some time yet. But it may be accepted as British royal policy that a personal visit to all parts of the Empire is part of the training of a king. All the monarchs must know geography and British sovereigns must learn it on the spot.

PROVIDENCE VERSUS ST. JOHN.

Some further statements are printed today concerning the Grand Trunk extension to Providence. The project is advancing, and seems to be quite acceptable to Rhode Island. The Grand Trunk promise to establish a line of steamships making their winter sailings to Providence is gratifying to the people of that city.

In Canada the only explanation or denial that has been given is the statement that the Grand Trunk Pacific Company will not carry Canadian freight to Providence.

Certainly not. The Grand Trunk Pacific will have no railway to Providence. The Grand Trunk Pacific will simply deliver the western freight at its Lake Superior terminus by way of the branch from Lake Superior Junction. Thence the grain will be conveyed to the Grand Trunk ports at the other end of the lake. The Grand Trunk proper, which owns the Grand Trunk Pacific, will do the rest.

At Providence, Mr. Loud, the Grand Trunk traffic manager, and the other gentleman who acted for the railway, explained the programme. They told the people of Providence that the Grand Trunk Pacific would gather freight throughout the west, and that it would be delivered at Providence by the older corporation. The business seems to have been all arranged. The men who negotiated on the part of the Grand Trunk spoke definitely and with authority. On the basis of their undertakings the rights at Providence that the company requires are to be given.

It is about time for St. John to be moving in this matter.

A POLITICAL TRUCE.

It may well be that the death of the King will be followed by a truce in the campaign of the government against the House of Lords. Such a suspension of hostilities was suggested by the clergyman at one of the funeral services. That the clergyman was a bishop, and so a party to the controversy, was probably a mere incident. The proposition seems to have come simultaneously from many quarters. It would not be surprising if Mr. Asquith and some of his colleagues were the most earnest promoters of this truce.

In fact the situation is vastly more embarrassing to the ministers than to the King. His Majesty is not called upon to act until the crisis arrives, and then the ministers must take the responsibility of his action or else resign. There is little doubt that the peers will reject the measure which takes away their power of action on all matters that the House of Commons shall decide to be financial matters, and deprives them of veto power over all measures three times passed by the other chamber. There is only one constitutional way for the government, even with the King's assistance, to force the measure through the House of Lords. This method is the appointment of four or five hundred Liberal lords who will outvote the present majority. We can vaguely imagine what the House would be with this accession of radical members, hastily gathered up throughout the kingdom. The expedient would be more dreaded by the Prime Minister who had to take the responsibility for it than by any one else. Yet matters were rapidly tending to a state in which there would be no escape from this conclusion execpt by another dissolution of parliament, or resignation of the ministry which also would be followed by dissolution. We can readily imagine Mr. Asquith welcoming a truce that would postpone this choice. Mr. Lloyd-George, who is fond of storms and wrecks, would perhaps not be troubled over the dissolution of a system which has stood for centuries. But Mr. Asquith and Mr. Haldane, are no radicals, and Lord Morley is becoming almost Conservative. They have their budget, and may gladly accept an excuse for allowing matters to drift, without exposing themselves to attacks from Mr. Redmond's party.

The budget, as amended by Ireland, has become law. There is no likelihood that the Lords will obstruct any other measure now proposed. By dropping the anti-veto resolution and bill an opportunity may be found for constructive legislation. After a year or two of agitation the business classes in the country cry out for peace. Most of the ministers are anxious for calm and a resumption of routine activities. Until now no way, except surrender, offered. Now there is a way of escape and we will probably find the premier more than willing to travel that route.

THE ALEBRTA DEAL.

The Alberta scandal does not grow less. It is difficult for the commission to get all the facts, for the promoters and negotiators got out of the jurisdiction, and cannot be made to testify. Large sums appear to have been allotted for political influence in connection with this government contract, but the details of the distribution are not available. There is no question now that the whole thing was a prodigious swindle. The specifications which the government accepted were so low that the promoters were themselves ashamed of them. The engineers were instructed to give one estimate of cost for the purpose of dealing with the government and a much lower estimate for the purpose of dealing with the banks. The scandal is so disgraceful that nearly half the Liberal party in the legislature has refused to stand by the government, and it is not considered possible for the premier to hold office many days after the House meets.

While the new city council is fresh, it will do well to finish some long standing matters of business. For instance that agreement with the Canadian Pacific should be taken up and pushed to some kind of a conclusion. The time past should suffice for delaying this transaction.

The earthquake in Central America is a disaster which may be compared with that which recently occurred in Southern Italy. But Costa Rica is not so romantic a country, and it is far out of the regular line of travel. The details are not so fully described and public sympathy is not excited in nearly the same degree.

Colonel Roosevelt seems to have been almost forgotten, and British news fills all the papers. The demonstration which would have happened in Germany will not take place, and the reception of Colonel Roosevelt in England will be quiet, though not the less cordial. The former president may find it difficult to accommodate himself to the changed conditions.

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THE CHILD'S LAMENT

I like it not—this noisy street
I never liked, nor can I now—
I love to feel the pleasant breeze
On the free hills, and see the trees,
With birds upon the bough!

Oh, I remember, long ago—
So long ago, 't it like a dream—
My home was on a green hillside,
By flowery meadows, still and wide,
Mong trees and by a stream.

Three happy brothers I had then,
My merry playmates every day—
I've looked and looked through street and square,
But never chanced I, anywhere,
To see such boys as they.

We all had gardens of our own—
Four little gardens in a row—
And there we set our twining peas,
And rows of cress and real trees,
And real flowers to grow.

My father, I remember, too,
And even now his face can see;
And the gray horse he used to ride,
And the old dog that at his side
Went barking joyfully!

He used to fly my brothers' kites,
And build them up a man of snow,
And sail their boats and with them race,
And carry me from place to place,
Just as I liked to go.

I'm sure he was a pleasant man,
And people must have loved him well!
Oh, I remember that sad day
They bore him in a hearse away,
And tolled his funeral knell!

Thy mother comes each night to kiss
Thee, in thy little, quiet bed—
So came my mother, years ago;
And I loved her—oh, I loved her so,
'T was joy to hear her tread!

It must be many, many years
Since then, and yet I can recall
Her very tone—her look, her dress,
Her pleasant smile and gentleness,
That had kind words for all.

She told us tales, she sang us songs,
And in our pastimes took delight,
And joined us in our summer glee,
And sat with us beneath the tree
Nor wearied of our company,
Whole days, from morn till night.
—Mary Howitt.

JOSH WISE SAYS.

"A young man does not make an adorable husband simply because he happens to have an adorable mustache."

Griggs—After all you did for Peck, I call the way he treated you a mean, underhand trick.

Briggs—No, it was a mean underthumb trick. His wife put him up to it.

Bank Manager—You seem qualified by experience for the position of cashier we have vacant. By the way, what is your name?

Applicant—My name is Short.

B. M. (turning away)—Good afternoon, sir.

He—Farewell, my darling. I hope you will remain true to me.

She (through her tears)—I hope so, too.

De Friend—What is your picture intended to represent?

De Artist—Board and lodging for six weeks.

Little Girl (to father who has done his one performance, that of saying the alphabet backwards)—Now, say it sideways.

There was once a fuzzy old indoo
Who said, "I make clothes mighty thin do.
Fact is in July
When the mercury's high
I often make just my old skin do!"

MONCTON MAN LEARNS OF SISTER'S DEATH

Moncton, May 9. — Andrew Dunn, I. C. R. operator, received word today of the death of his sister, Janie Dunn, at Spokane, Wash., May 7th. The deceased was a daughter of the late George Dunn, formerly station master at Springfield Junction. She was connected many years with the Canadian Order of Nurses before going West.

Local branches of the Machinists Union has passed a resolution of condolence with the King's death.

Owing to the King's death the only meeting of the State Council Knights of Columbus will be held here tomorrow and Wednesday. The first and second degrees were conferred Sunday on fifteen candidates.

CHARLES COOK IS COMMITTED FOR TRIAL

Sackville, N. B., May 9. — William Cook was committed for trial this morning on the charge of aggravated assault on his brother, Charles Cook, on April 15th. Evidence was given by Charles Cook and his son Andrew. The defence, represented by Copp and McCord, called two witnesses, the prisoner making no statement. Neither Charles Cook nor his son gave evidence as to seeing the blow struck, which fractured the former's skull.

There was evidence as to the quarrel between the to men and as to bad feeling which previously existed. The testimony was that the prisoner had been drinking. James Friel appeared for Crown.

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Canadian Ports.

Parrsboro, May 9.—Arrived—Bark Jacob Rouers, Killman from Calais, France; Schr Lucelle, Randall from St. Andrews.

Louisburg, May 6.—Sailed—Str Fornebo, Mansen, Boston; Briardene Crow, from Halifax and Milton for Calais, Me.

Bridgetown, May 6.—Arrived—Schr W Baxter, McBride, Montreal.

Cleared—Schr H H Kitchener, Hough an, New York; Schr Arnold, Gandy, West Lynn.

British Ports.

London, May 6.—Sailed—Str Rappahannock, Buckingham, St. John.

Liverpool, May 8.—Arrived—Str Cedric, New York.

Glasgow, May 8.—Arrived—Strs Columbia, New York; Numidian, Boston.

Gibraltar, May 9.—Arrived—Str Ultonia, New York.

Plymouth, May 9—Arrived—Str Kron Prinz Wilhelm, New York.

London, May 7.—Sailed—Str Hiberian, Montreal.

Liverpool, May 8.—Sailed—Str Siberian, St. John's, Nfld., Halifax and Philadelphia.

Foreign Ports.

Cape Henry, May 6.—Passed out—Str Fritz (Nor.) from Philadelphia for Sydney, CB.

Tampa, Fla., May 6.—Sailed—Bark Athena, (Br) Mercial, Havana; Schr Martha Hall, Matanzas.

City Island, May 6.—Passed—Schrs James Slater from Dorchester, NB for New York. Talmouth, New York for Halifax; Charles H Trickey, New York for an eastern port; St Croix, Port Reading for Calais; Harold B Cousens St. George, SJ, for Calais.

Portland, Me., May 9.—Arrived—Str Governor Cobb from Boston for St. John and proceeded.

Vineyard Haven, May 9.—Arrived—Schrs Myrtle Leaf (Br) New York for Apple River, NS.

Calais, Me., May 9.—Arrived—Schrs Brookline, Port Reading; Sarah Eaton Bridgewater, NS.

New York, N. Y., May 9.—Sailed—Str Felix Sydney, CB,; Wilmington, Sydney, CB.

Gloucester, Mass., May 9.—Arrived—Schr. St Croix, New York for Calais.

Eastport, Me., May 9.—Arrived—Schr Wm L Elkins, New York; Seth M Todd do for Calais.

Portsmouth, N. H., May 9.—Arrived—Schr, Arthur J Parker, Boston for St. John.

Art Union of London.

At the drawing held in London on 28th April, Mr. A. C. Fairweather drew a prize of the value of £10, the only man from New Brunswick who was lucky, though there are a few in Canada who get small ones. The first prize goes to Melbourne, Australia.

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Annual Meeting Of The
SAINT JOHN REAL ESTATE CO.
Ltd. Shareholders' Annual Meeting.

The ANNUAL MEETING of the shareholders of The Saint John Real Estate Company, Limited, will be held in the office of the company, Room 33, Canada Life Building, Prince William Street, St. John, N. B., on Wednesday, the 11th day of May, 1910, at 3 o'clock in the afternoon.

L. P. D. TILLEY,
dMay 11 Managing Director.

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