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ST. JOHN, N. B., TUESDAY, APRIL 7, 1914.

## THE TARIFF CHANGES.

The outstanding feature of the tariff changes announced by Finance Minister White, in his budget speech, was the determination of the government to adhere to the National Policy enunciated by Sir John A. Macdonald, and under which Canada has grown and prospered. Minor tariff changes, or readjustments, may be made from time to time according to the changing mood or condition of the country, but there will be nothing savouring of an approach to free trade.

Free food, free wheat or any of the various monetary aids of the Laurier party will receive no consideration. The government holds to its belief that free food would not prove even a partial remedy for the high cost of living, that free wheat would be of no benefit to the western farmer, but it will preserve to the Canadian wheat grower his home market and at the same time seek to remove a portion of the burden of expense to which he is now subjected. This the government plans to do by lessening the elevator and transportation charges wherever possible so that the expense of marketing grain will be at a minimum. The aim will not be to divert the trade of Canada from its present routes, an effect which reciprocity would have had, but to make it easier and more profitable for the western grain dealer to send his grain by the same time consignment to him all the benefits of a protected market.

Another concession to the west is found in the new arrangement for certain lines of agricultural implements. Up to 1878 the duty on mowers, reaping and harvesting machinery was 35 per cent. This the Conservatives before they left office in 1896 had succeeded in reducing to 20 per cent. The Liberals then took a hand, but despite their free trade promises during their entire tenure of office they only reduced the duty by 2½ per cent. Mr. White, yesterday, proposed to strike an additional five per cent. from the tax, making the new schedule 12½ per cent. This is more than reciprocity would have given.

In all, the new tariff proposal affects 61 schedules and in every case the changes decided upon are in the best interests of the country. Several of the items will be found to have particular importance for eastern industries, but the whole question has been approached in a broad spirit well worthy of the Finance Minister and of the government of which he is a member.

Naturally it may be expected that the Opposition speakers who follow the Finance Minister will seek to introduce amendments covering free wheat, free agricultural implements and possibly even free food. Such efforts, if made, will be for political purposes only, will probably create a somewhat prolonged debate but will hardly be permitted to interfere with the government's well considered plans for tariff readjustment.

## AN EXCELLENT SHOWING.

There is every reason why Canadians should be satisfied with the showing made by the country for the year just closed, as told by the Finance Minister in his budget address delivered in the House yesterday afternoon and last night. The past twelve months saw the most serious financial stringency Canada has experienced in years.

Also huge projects were afoot. In a period of tight money it became necessary for the government to render more than the usual amount of assistance to the great railway undertakings. Either of these conditions coming alone might have served as good and sufficient reason for a reduction in the surplus which the government has previously been able to return as the result of its administration of our affairs, but when, to the limitations of a season of financial stagnation and business depression is added the necessity for special outlay larger than usual, it is indeed evidence of wise and prudent handling of the country's finances if the government is able to report that current income and outgo were made to balance.

As reported by the Finance Minister the revenues for the fiscal year of 1913-14 were \$163,000,000 or a decline of nearly six million dollars from the season of 1912-13. For the same period the expenditures for the country have increased by \$14,500,000 over the last year reaching the sum of \$126,500,000. This increase in expenditure still left a surplus of current revenue amounting to \$36,500,000, surely an excellent showing in a time of financial depression.

With the general money tightness and its resultant effect upon undertakings of all kinds came the demands from the railways for a greater measure of aid than usual. As a result

there was a special expenditure on this account reaching a total of about \$56,000,000 in consequence of this unexpected of the country it was found necessary to add by the sum of \$19,000,000 to Canada's net debt and it is evidence of careful handling and wise policy that the government was able to surmount this obstacle and still leave the debt some six millions of dollars less than it was when it took office in 1911.

Probably our friends of the opposition will make the usual cavas of extravagance but how does the record of the Borden government in its lean year compare with the much vaunted administration of Sir Wilfrid Laurier when called upon to meet a condition somewhat similar. In 1907 and 1908 there was a period of depression followed by heavy expenditures and in the year following the Liberals added \$46,000,000 to the country's debt. During the past year when conditions in the business world were every whit as serious as in 1908 the government added about \$19,000,000 to the debt, but had already succeeded in reducing it to such a point that today hard times and all it stands at a figure several millions less than the government found charged up against them when they entered office.

The Finance Minister is an optimist. He expressed his opinion yesterday that the period of depression was at about an end. He succeeded in making an excellent showing during a bad year. Given normal and good times for the next twelve months it is safe to assume that the net debt next year will be reduced by a good many millions more than it was found necessary to add to during the dark days of 1913-14.

## THE END OF THE DEBATE

The end of the debate on the report of the National Transcontinental Railway investigating commission came in the House of Commons, early Friday morning, and the result was in no way a surprise. Despite the many hours of oratory and argument it is difficult to see what purpose was served by the Honorable George P. Graham when he moved his amendment calling for censure of the government for accepting what he termed an unfair partisan report. Mr. Graham consumed more than seven hours of time in attempting to explain away the charges contained in the document and he did not succeed. What he did do was to have engrossed upon the pages of Hansard the full text of a speech which is already being circulated by the Liberal organization for party purposes. Was that the act of a partisan? or was it merely the outburst of that outrageous honesty of which Mr. Graham is prone to boast.

With all the time occupied in discussion the opposition speakers have not succeeded in reducing by one grain the weight of the evidence against them. Their labored efforts did not add one vote to their cause, for a perusal of the vote as recorded in Hansard will show that all the members cast their ballots in accordance with their party ideas. Out of the math of the debate stand, stronger than ever, these facts. Hon. W. S. Fielding, when in office in the Laurier government as Finance Minister, told the people of Canada the road, built to the highest standard, would cost \$61,415,000. Previously Sir Wilfrid Laurier, mainly for election purposes, it is true, had made the very definite statement that the entire railway from Vancouver to Montreal could be constructed for \$13,000,000 "and not a cent more." Furthermore, with a burst of that optimism which marked most of the Laurier undertakings, he declared that the surplus for the year 1903 would be sufficient to bear the whole cost of the railway.

This was the distinct understanding under which the Liberal government went to the people in the autumn of 1904 and upon which the people decided to go ahead with the proposition. They took Sir Wilfrid's announcement as of face value. They authorized the spending of \$13,000,000 "and not a cent more." Despite the confident Laurier assurance, however, there were doubts, even then, that the project could be completed for the sum named, but these were all quickly stillled and hushed by Liberal speakers from Cape Breton to Vancouver.

"Twice cost but \$13,000,000, or about one year's surplus; let us have it," was the cry.

Now the Gutelius-Stanton report, every finding in which is supported by evidence and indisputable facts, shows that the road, exclusive of interest charges, will cost \$161,500,000 when completed, or, with all charges added, the burden the country will actually have to bear will be in the vicinity of \$224,000,000. There is a clear discrepancy over the estimate of Sir Wilfrid Laurier of \$148,303,000, or, over the estimate of Mr. Fielding, which at the time of making was declared by other members of the Laurier govern-

ment to be far too high, of \$99,883,000, and this without including interest and other charges which will add to the burden of the country.

It has been intimated and denied that there must have been graft in the construction of the road. If not graft, there was, at least, collusion between the commissioners and the contractors by which government pots were allowed to make vast sums of money without rendering service therefore. Did Sir Wilfrid know it? The evidence, which Sir Wilfrid does not dispute, shows that his attention was called to one case where, as it subsequently turned out, the firm of M. P. and J. T. Davis cleared up \$740,000 without turning a spade, and Sir Wilfrid did not interfere to stop the steal. The evidence shows that M. J. O'Brien, another contractor, through the agreement of the commissioners, was enabled to make a vast profit on his contracts and subsequently when the then Minister of Railways, Hon. George P. Graham, was defeated in his constituency of Brockville, it was this same M. J. O'Brien who secured for the seatless minister a seat in South Renfrew which he now represents. Does it not look as if O'Brien was merely repeating services rendered? These facts will not down.

Members of the opposition, newspapers supporting the party of Laurier, may wax wrathful and indignant; the facts remain that in the building of the National Transcontinental Railway, if there was not graft there were at least a number of suspicious circumstances and evidence on every hand that the work was carried on without the slightest regard for economy or good business, without the slightest pretence of attempting to safeguard the interests of the people of Canada.

It is useless to attack Gutelius. It is useless to say that Lynch Stanton was a partisan. Suppose the charge is true. Is there the slightest item in the evidence that shows the charges made were not guilty of the charges made against them. Can they refute the charge that contractors were paid for work they did not perform? Can they show that all the contracts entered into were not specification contracts with prices agreed upon before a bid was turned, and that, in every instance, these prices were so high that the contractors were able to sublet to others and make huge profits. Can they deny that on every section of the road the work was carried on in the most expensive manner and in every case the men who profited by this were the close friends, associates, and, in some cases, political sponsors of the members of the government?

The Transcontinental Railway scandal will go down in history as an example of how business was done in Canada during the Laurier regime. There is good reason for the attempts of the Liberals to get out from under, but the debate which closed last Friday morning furnished the plainest sort of evidence that so long as the men who fathered the N. T. R. construction remain in public life they will be confronted with the grim spectre of \$40,000,000 stolen from the Canadian people. The facts remain absolutely undisputed.

## Diary of Events

## HISTORIC DAYS IN CANADA

The first attack in parliament on the "National Policy" of protection was made in an amendment moved on this date by the Hon. Alexander Mackenzie, Liberal leader and ex-premier. Mr. Mackenzie had appealed to the country with a promise of a tariff as the principal plank of his party's platform, while Sir John Macdonald and the Conservatives staked their hopes for success in the protective "National Policy." As a result of the Conservative victory at the polls, the Parliament of 1873 prepared a tariff which was distinctly protective of every industry that was considered capable of being encouraged. There is good reason for the attempts of the Liberals to get out from under, but the debate which closed last Friday morning furnished the plainest sort of evidence that so long as the men who fathered the N. T. R. construction remain in public life they will be confronted with the grim spectre of \$40,000,000 stolen from the Canadian people. The facts remain absolutely undisputed.

## THE HUMAN PROCESSION

Lewis Nixon, the designer of some of the most famous ships in Uncle Sam's navy, and the possessor of a large fortune made as a private shipbuilder, will pass his 53rd birthday today. He is a native of Leesburg, Va., and graduated from Annapolis at the head of the class of 1882. He was sent to the Royal Naval College at Greenwich, England, by the navy department, and on his return to America became a member of the construction corps. The historic battleship Oregon, built by the navy, made the memorable race from the Pacific to Cuba during the Spanish-American war, was Nixon's creation, and he also designed the old battleships Massachusetts and Indiana. He resigned from the navy to become superintendent constructor of the Cramp shipyard at Philadelphia, and later started a private shipyard of his own, where he built scores of cruisers, torpedo boats, monitors and merchant vessels. For many years he was prominent in politics as a Democrat, and for a brief period after the retirement of Richard Croker he was chief of Tammany Hall. Mr. Nixon is now the leader in a movement for the upbuilding of the American merchant marine.

## Little Benny's Note Book

By Les Papa.

The fellow was awl setting awn my frunt steps trying to hit things with rubbr bands yestiddy afternoon, and a skinnery kid with freckles awn his face startid to wawk past and we awl shot a rubbr band at him and wun of them hit him rite in the back of the neck, properly 'wittling a freckl' awn akkount of sum of them beeing back there, and we was setting, saying, kid do but tern eround and wawk back to wawe we was setting, saying, kid dun that, that's awl, who dun that.

Wich nobody ansere, nobody noing weathir they had did it or not, awn akkount of awl of us shooting togethir, and the skinnery kid kepp awn standing there, saying, I bet a dollir I can lick the guy that dun that, no mattir how big he is.

Wich he properly didnt have a dollir, but he kepp awn standing there is if he had, and us felloes kepp awn not saying anything, and the skinnery kid sed, I bet a dollir I can lick eny 2 of you, thare you are.

Yes you can, sed Puds Simkins, not saying it very lowd, but saying it, I didnt say so, sed Puds Simkins.

I guess you didnt, you no better, sed the skinnery, kid I can lick eny 3 of you, I dubbel dare eny 3 of you to stand up.

Wich no 3 of us did, the skinnery kid not looking very tuff wile he was wawking past but looking pritty tuff wile he was standing there, saying, Yure a buntsh of cowards, thats what you are, I can lick the hole buntsh of you put togethir, now what have you got to say.

Wich we didnt have anything to say, and the skinnery kid startid to wawk past agin, saying, Goodnite, pure not worth licking. And after he was a littil way up the street, Reddy Merfy sed, Its a good thing he didnt ask me to stand up, id of licked him, awl rite.

G, call him back, I sed.

Call him back, Reddy, awl the felloes, ged.

No, hes past now, let him go, sed Reddy.

Wich we did.

ed on the site of Marietta on April 7, 1788, and built a town which they named in honor of Marie Antoinette, Queen of France. Later in the same year the town of Cincinnati, at first called Losantiville, was laid out. Dayton was founded in 1795, and the following year witnessed the settlement of Cleveland, Conneaut and Chillicothe. The first legislature met in Cincinnati, but Chillicothe became the seat of government in 1800, and it was the first capital of the State following the admission of Ohio to the Union in 1803. Zanesville, which was founded in 1799, became State capital in 1810. Two years later Columbus was laid out, and in 1816 it became the permanent capital. The Ohio country was long claimed by both French and English and for some time it was a part of Canada.

The Most Rev. Randall Thomas Davidson, Archbishop of Canterbury, will celebrate his 66th birthday today. The eminent churchman who now occupies Lambeth Palace, the venerable building which has been one of the residences of the Primates of England for over six centuries, was born on April 7, 1848, the son of Henry Davidson of Edinburgh. After graduating from Trinity College, Oxford, he became curate of a little church in Kent, and later chaplain and private secretary to Archbishop Tait of Canterbury, and married a daughter of that churchman. For eighteen years he was domestic chaplain and clerk to the close to Queen Victoria. He was made Bishop of Rochester in 1891, Bishop of Winchester in 1895, and Archbishop of Canterbury in 1903. Last February King George and Queen Mary established a precedent by dining with the Archbishop and Mrs. Davidson at Lambeth Palace. Although for centuries royal personages have visited the palace, there is no record of a previous non-royal party given by the monarch to the Archbishop of Canterbury.

## FIRST THINGS

OHIO.

The first permanent settlement in that part of the Northwest Territory, the state of Ohio, was made at Marietta 126 years ago today. A new Ohio company was formed in 1786, and early in April of that year a party of pioneers from Danvers, Mass., and Hartford, Conn., left Sumrill's Ferry on the Youghiogheny, on a little vessel called the Mayflower. They landed on the site of Marietta on April 7, 1788, and built a town which they named in honor of Marie Antoinette, Queen of France. Later in the same year the town of Cincinnati, at first called Losantiville, was laid out. Dayton was founded in 1795, and the following year witnessed the settlement of Cleveland, Conneaut and Chillicothe. The first legislature met in Cincinnati, but Chillicothe became the seat of government in 1800, and it was the first capital of the State following the admission of Ohio to the Union in 1803. Zanesville, which was founded in 1799, became State capital in 1810. Two years later Columbus was laid out, and in 1816 it became the permanent capital. The Ohio country was long claimed by both French and English and for some time it was a part of Canada.

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