

The Standard



Published by The Standard Limited, 27 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 1.52
Single Copies Two Cents.

Chicago Representative:
Henry DeClerque, 701-702 Schiller Building,
New York Office:
L. Klebahn, Manager, 1 West 24th Street.

SAINT JOHN, WEDNESDAY MORNING, JAN. 4, 1911

ON TO WASHINGTON!

We have renewed intimations from Washington that the resumption of negotiations for reciprocity are imminent, and with these some rather effusive prognostications of assured agreement. At the same time we are told from Ottawa that Mr. Fielding is soon to make a journey to Washington to take up the threads of the conferences as they were left by the President's officials some two months ago. Then, we remember, Sir Wilfrid assured the Grain Growers' Association, which pressed for free reciprocal trade with the United States in a long list of important articles, that he was in complete accord with their views in that respect, and that negotiations now under way would be pressed forward with all possible despatch. From all this we infer that the Government for some reason or other is determined to importune Washington, and if possible, come back with a signed treaty.

What are the reasons? When we ask this question our difficulties commence, for good reasons we can find none. Sir Wilfrid and his Government when they came into power in 1896 had back of them 15 years of pledges and promises to get a treaty with Washington. In the United States lay our natural markets, without access thereto Canada could never succeed, they were worth more to us than all the markets of the world beside, and better than all they could be got by proper asking and by the proper parties, to wit the Liberals. So in 1896 they sent men to spy out the promised land, and these came back bearing great clusters of grapes.

Then in 1897 the Liberals met the United States Administration first in Quebec and next in Washington, used all their arts and arguments and—came back empty handed and disillusioned. Shortly after Sir Wilfrid publicly renounced his own and Canada's desire for reciprocity with the United States, and declared his intention of turning thenceforth to Great Britain. Later still when posing before the Imperial Conference in 1907 he declared: "It was never intended nor thought at the time that the intermediate tariff could apply to the United States. We have said good-bye to that trade, we have put all our hopes upon British trade now."

There is no doubt that in this course Canadian sentiment was at his back, not a dissentient note was heard, everybody seemed relieved that the reciprocity nightmare was over for good and all.

From 1907 to 1910 no call came from Canadian interests and industries for a reversal of this policy. Our trade with Great Britain was increasing, and, despite the lack of reciprocity, that with the United States was increasing also. Crops were good, prices were high, sales were quick, the demand kept far ahead of supply, there was no congestion in our granaries or warehouses.

Then, suddenly, in 1909 came the Payne-Aldrich legislation with its high tariff of 42 per cent, average on dutiable goods, and its penalty tariff of 25 per cent on the actual value of dutiable imports added thereto. The big stick was lifted high and destruction threatened to any that discriminated. But Mr. Fielding was brave as a lion and Sir Wilfrid held his colors high. The United States could take its own course but Canada would not alter her course by a hair's breadth.

The French treaty was passed. Some petty discriminations were made—if reductions paid for in kind by France could be so denominated—and lo! the big stick was raised. Still Mr. Fielding was brave as a lion, Sir Wilfrid stood sturdily by his side. But as the eventual 31st of March approached their courage oozed out, and the capitulation was made.

Then a strange thing happened. Compelled to pay the fine and grant the concessions, Sir Wilfrid seemed to like the humiliation and grew more amorous as the stripes were applied. He asked for more and bound himself by a promise then and there that he would meet the Taft Administration as soon as possible and give further concessions to a country which, despite the injustice of its tariff legislation, enjoyed the most liberal trade treatment at the hands of Canada.

What took place in secret conference we do not know, but from that moment Sir Wilfrid forgot his statements in Parliament and at the conference of 1907, and became at once and has since continued to be a violent partisan of a reciprocity treaty with the United States. It matters not that the whole trade and industrial sentiment of Canada are opposed to it, that the transportation and banking and financial interests are opposed to it, that the genius and spirit of Canadian and Imperial development are opposed to it, Sir Wilfrid grows stronger and stronger in its advocacy, and seems more determined to push his proposition through.

Even the Western Grain Growers who favor reciprocity do not want a treaty, and expressly declare their opposition to a treaty. All the more Sir Wilfrid hurries forward and is sending Mr. Fielding post haste to Washington to complete the terms. A treaty, a treaty, anything for a treaty, seems to be his motto. The Boards of Trade say NO, the great natural industries say NO, his former right hand in Ontario, Sir George Ross says NO. All in vain. Sir Wilfrid, like the baby for Mrs. Winslow's soothing syrup, cries for it and will never, never be happy till he gets it. Why? Can anybody but Sir Wilfrid say why? Can even Sir Wilfrid say why?

THE HUDSON BAY RAILWAY.

The announcement from Ottawa that the Minister of Railways will submit to Parliament a proposal that the Canadian Northern should undertake the construction of the Hudson Bay Railway will raise a storm of protest throughout the West; not that the West is opposed to Mackenzie and Mann, but because the business men, farmers, and artisans, and in fact all classes, strongly object to the policy of handing over the road to any corporation. Government construction, ownership and operation is the demand on all sides, irrespective of politics.

Western journals have been emphatic in their objections, and a consistent and persistent campaign against such action as the Government now contemplates has been waged for months past. The Grenfell Sun, a newspaper of the old Liberal type, in discussing the situation recently, said:—
"It is boldly asserted by some papers like the Winnipeg Tribune, and evidently expected by others like 'the Free Press, that Mackenzie and Mann are to have a strong hold on the Hudson Bay Railway when, or before, it is built. This would certainly mean no amelioration in transportation rates to the people of Canada (especially the West) after millions of dollars of their hard earned money had been spent in building the road."

"Previous to the last general elections, Mr. Walter Scott, in pleading for support to the Government on account of the Hudson Bay Railway, asserted that it would make a difference of nine cents a bushel to all wheat raised in the West. In view of the declaration of Sir Wilfrid Laurier recently that the Government is not in favor of public ownership, and the very general apprehension that the Ottawa Government contemplates turning over the Hudson Bay road to the Canadian Northern, it would be interesting to the public to know what Mr. Scott's sentiments now are on the question, and what steps he and his colleagues are taking to defend the interests of the people of this province by insisting on the road being built and operated as a public work for the good of the public."

The Winnipeg Tribune has been equally emphatic. After referring to a resolution passed by the Winnipeg Liberal Association in opposition to the arrangement now proposed it continues:—"The question is one of such paramount importance that no opportunity should be lost in entering protest against the Government's threatened action. The course of the Winnipeg Liberal Association is commendable. It should be followed by all political organizations in the West, also the commercial and civic bodies. The outlet via Hudson Bay should not be treated as a party question. Civic bodies should not be afraid of voicing the feelings of the people and forwarding protests to Ottawa against handing over the line to any railway company."

Although the details are not yet available there seems to be no question that the Government are resolved upon ignoring the unanimous desire of the people of the West, that the railway should be owned, operated and built by Canada, and maintained as a highway in forwarding the products of the West to the sea board. When Parliament re-assembles and Mr. Graham submits his proposals, the attitude of the Western Liberals on the question will be watched with interest.

Current Comment

(Ottawa Citizen.)

The anxiety of the Federal Government regarding the outcome of affairs in Quebec was illustrated by the power that was brought to bear to ensure that the otherwise unimportant provincial by-election in St. Johns West the right way, lest another blow be administered to Liberal prestige. Though the opposition in Quebec provincial politics is almost a negligible quantity, practically the whole power of the Ottawa organization was brought to bear on this by-election. Of course the expected happened, because public feeling would have to be both strong and illogical if the premier of Quebec was to be punished for the acts of the premier at Ottawa.

(Sackville Post.)

Our friend Mr. A. B. Copp in a criticism published in the Telegraph endeavors to make a great deal of the fact that the Hazen Government is spending more money than the old Government spent when it was in power. That is true, but the old Government spent all it could get hold of, and was always borrowing more, and at the same time it starved the roads and bridges, gave less to education and to agriculture, and wasted the people's money on such deals as the Central Railway. The present Government has more money and it seems to be expending it in the best interests of the province.

(Moncton Times.)

Some Liberal journals which complain because the Hazen Government has a slightly enlarged revenue, boast loudly of the Laurier Government's collections of customs taxes, which, in 1910, were nearly two million dollars in excess of those of 1909. The Laurier Government's larger revenue means that the people paid more taxes. The Hazen Government's larger revenue means only that there was an honest collection, as everyone knows that there has been no increase in the three years in the quantity of lumber cut.

(Toronto Mail and Empire.)

Sunday bridge parties and Sunday gambling of all kinds may well be attacked by the Lord's Day Alliance. Common sense ought, indeed, to impel people to avoid such excesses. The Sunday tea, at which friends and relatives gather, is, however, a different thing. It is impossible to interfere with that without invading the home. Even if it could be prohibited it would be wrong to deal with it in that way. Every man has the right to say how and with whom he will eat in his own house on Sundays as well as on the other days of the week.

(Kingston Standard.)

Smoking among women is evidently on the increase. The manager of the Windsor Hotel, Montreal, sees no objection to it, and will not prevent women from smoking in any part of the hotel. The manager of the St. Regis Restaurant, Montreal, also says that some of the women of the most select circles in Montreal smoke in his place.

(London Free Press.)

The Ottawa Free Press speaks of "a formidable fleet." The reference is not to the Canadian navy, but to the C. P. R. fleet of steamships. Which is one fleet of which the country may be proud.

(Montreal Herald.)

The express companies were so over-worked carrying Christmas presents that they could not find time to examine the contents of the one addressed to them by Judge Mabey of the railway commission.

(Chicago Record-Herald.)

Try as she will, woman does not seem to be able to get her waist-line moved above her shoulders or below her ankles.

WHAT THEY COMPLAIN OF.

(Moncton Times.)

Messrs. Robinson and Copp and other critics of the financial state of the Hazen government cannot expect to be taken seriously by the people.

They complain that the totals of the revenue and expenditure show an increase. They overlook the fact, however, that the Hazen government gives a complete statement of all the receipts and of all the payments. The previous government did not do this, but gave out a cooked statement, showing only the balance of certain items such as liquor licenses, the provincial insane hospital and the probate fee fund. On account of these three items alone, by putting in the totals on both sides instead of the balances, the Hazen government's statement shows something like \$124,000 more expenditure of \$37,000 more revenue than would have been had the old and improper system been continued.

The Hazen government gives all the expenditures. The previous government, when an appropriation was used up, opened a suspense account which was carried forward to the next year, and when these became too large they were wiped out by bond issues and added to the permanent debt. When the Hazen government assumed power, in 1909 they found \$229,000 in expenditures that should have been paid in 1907 carried over.

There has been, it is true, as The Times has already pointed out, a considerable increase in the revenue, due principally to the more honest and efficient collection of the stumpage. This larger revenue has been applied by the Hazen government to public works, to rebuilding and repair of hundreds of bridges left in a tumble-down condition by their predecessors—to education, to agriculture and to other useful public services. Finding that last year's revenue was exceeding the estimate, the Hazen government went beyond their estimates and applied the excess to the bridges, and it shows in the account in that way. To find fault with such a policy is childish and foolish. The people very well know that if Mr. Robinson and his predecessors had kept the bridges in good repair, they would have done by collecting all the stumpage that was rightfully due the province. Last year's large expenditure would not have been necessary.

The same holds true of other matters which will be thrashed out when the legislature meets. Then, too, Mr. Robinson and Mr. Copp if they repeat their charges, will be shown up in their true light.

OFFICERS ON TRAIL

OF BANK ROBBERS

Pullman Passengers on Overland Limited Relieved of Over \$2,000 by Bandits Who Shot Three.

Ogden, Utah, Jan. 3.—The Overland Pacific train No. 1, the Overland Limited westbound, was held up by two masked bandits at an early hour this morning at Reese, nine miles west of Ogden. William Davis, a negro porter, was shot and instantly killed, and A. W. Taylor, another porter, was mortally wounded. A passenger was slightly wounded.

One hundred passengers on the train were relieved of their valuables. The robbers did not attempt to enter the express car, but devoted their entire attention to the Pullmans, where they made a rich haul among the California-bound passengers, holding the train for more than an hour. The train proceeded westward.

No passenger escaped the robbers, and the trainmen also lost their money. A posse of officers heavily armed have tracked the bandits to a point four miles beyond the scene of the holding up, and are believed to be headed toward this city. The money loss among the passengers was from \$2,000 to \$2,500.

OBITUARY.

Patrick McGloin.
The death of Patrick McGloin took place at an early hour yesterday morning. He was a native of Ireland and came to this country when a small boy. Mr. McGloin was a casker by trade. He was in the 68th year of his age and is survived by a wife, three sons and four daughters. The sons are James, who is at present in the State of Maine; Edward, of Boston; and John, of this city. The daughters are Annie, Sarah, Agnes and Catherine, all of this city.

Charles Campbell.
Fredericton, Jan. 3.—Colin Campbell, foreman of the Queen Hotel Livery Stables here, has received word of the tragic death of his son, Charles Campbell, who had been living for the past twelve years at Des Lac, North Dakota. He was frozen to death in the recent blizzard which swept the western country, while driving through a wild territory between Des Lac and another small town. He was 38 years old.

Henry Watts.
Fredericton, Jan. 3.—Henry Watts, of Nashwaak, dropped dead yesterday at the home of Wm. Harding, of Manguerville, where he had been visiting. He was aged seventy-five.

John H. McKinney.
John H. McKinney, aged 35, who was operated on in the general public hospital about a week ago for appendicitis, died there on Monday morning about 3 o'clock. He was ill only a few days previous to going to the hospital and was a member of Victoria street Baptist church and of the Brotherhood of that church. He was a carpenter and was highly respected by all who knew him. He spent a couple of years in the Klondike, some time ago. He leaves, besides his wife, one son, Ralph, about 15 months old. Mr. McKinney was a son of the late Stewart McKinney, of Clones, Kings county, and his mother and four sisters survive. The body will be taken this morning on the 645 train to Welsford and thence to Clones by the Rev. B. H. Nobles, who conducted a service at the home Monday evening and he will accompany the body to Clones.

DOCTOR ORDERED "FRUIT-A-TIVES"

AFTER ALL ELSE HAD FAILED

And "FRUIT-A-TIVES" Cured Mrs. Cadieux

Plantagenet, Ont., Jan. 31st, 1910.
About March 1st, 1909, I was taken deathly sick with Stomach Trouble, Backache and General Breakdown. I failed from 125 pounds down to 80 pounds, and was unable to eat or keep anything on my stomach. The doctors said they could do nothing for me and as a last resort, one doctor told me to try "Fruit-a-tives"—if they would not cure me, nothing would.

I started taking "Fruit-a-tives" at once, and inside of ten days I was able to leave my bed. My stomach got strong and I could eat and retain my food. I gained rapidly and soon had my usual good health back again and to-day I weigh as much as ever—125 pounds.

Mrs. LAURENT CADIEUX.
Even the doctors realize that these wonderful tablets made of fruit juices will cure Stomach Troubles, Indigestion, and Dyspepsia.
50c a box, 6 for \$2.50; trial size, 25c. At all dealers or sent postpaid on receipt of price by Fruit-a-tives Limited, Ottawa.

Constipation is the root of many forms of sickness and of an endless amount of human misery.

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thoroughly tested by over fifty years of use, have been proved a safe and certain cure for constipation and all kindred troubles. Try them. 25c. a box.

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Choice Selection. Lowest Prices in the city. All goods guaranteed. W. PARKES, 138 Mill Street, Next to Hygienic Bakery.

Xmas Fruits

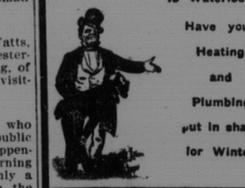
Sweet Florida, Jamaica and Naval Oranges, Green Grapes, Pineapples and Bananas at CHARLES A. CLARK'S, Phone 803, 38 Charlotte Street.

Oysters

The very choicest P. E. Island and Buctouche for Christmas, at

J. Allan Turner, 12 Charlotte Street.

Ring up Main 1986-11 G. W. WILLIAMS, 18 Waterloo St.



We wish to thank the public heartily for the most prosperous year in our history.

We will begin our 44th year, Tuesday, January 3rd.

S. Kerr, Principal.

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To enable us to take better care of our rapidly growing engine and water supplies trade, we are closing out our entire line of phonograph goods, and as we need the room at once, are offering bargains never before heard of in this class of goods.

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ORANGES--All Varieties

JAMAICA ORANGES, Sweet and Juicy 2 doz for 25.
VALENCIA ORANGES 15c and 25c per doz
CALIFORNIA SEEDLESS ORANGES, 40c, 50c, and 60c
WEST INDIE SHADDOCK 10c each, 3 for 25c
ALSO GRAPE FRUIT.

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