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ST. JOHN, N. B., FRIDAY, NOVEMBER 28, 1913.

ST. JOHN AND THE G. T. P.

Through the medium of a sectional map and a display of big type, the Telegraph attempts to convey to its readers the impression that if the line of railway from Napadogan to Fredericton is not speedily constructed the Grand Trunk Pacific traffic will be taken past the port of St. John and to the port of Halifax. What a pity the Telegraph has so poor a memory or, possibly, what folly that it refuses to look upon any question except through the glass of partizanship. Yesterday the Telegraph said editorially:

"The closing of the St. Lawrence next year will find St. John without any direct connection with the G. T. P. except by way of Moncton. But when G. T. P. freight reaches Napadogan on the Transcontinental—a point about fifty miles from Fredericton—it will be within 125 miles of St. John; and it will still be 304 miles from Halifax. With an advantage of 179 miles in its favor it may be hurriedly assumed that St. John must get the freight. Unfortunately there is no railway from Napadogan to Fredericton. This necessary link, to enable the G. T. P. to come into St. John over the Valley Railway, has not even been surveyed. We have as yet no assurance that it will be built. Moreover, the Gagetown-St. John section of the Valley Railway is still in the air.

"On the other hand, the railway from Napadogan to Halifax is already in operation—the Transcontinental from Napadogan to Moncton, and the I.C.R. from Moncton to Halifax. From Moncton, it is true, the freight can be hauled to St. John, but it never will be if the G.T.P. gets Gutellus rates over the I.C.R. to Halifax. Moreover, to haul export freight past Napadogan is to haul it away from its natural port; once it comes to a point within 125 miles of tidewater every consideration of business would urge it straight to this port—if the Napadogan-Fredericton spur were built and the Gagetown-St. John section completed."

Before considering the circumstances and events that led to the routing of the G. T. P. to Moncton and the hauling of export freight past the point where "every consideration of business would urge it straight to this port" let us consider the Telegraph's previous attitude to the same question.

On October 8th, 1910, when the Laurier Government, the men responsible for routing the G. T. P. away from St. John, were still in power, the Telegraph published several columns of matter eulogizing the route. They also had a map, a larger and more ornate map than that of yesterday, and an editorial. Not a word then of the necessity of a line from Napadogan to Fredericton, for such a plan did not then agree with the course mapped out for the Pugsley organ which, on that date, announced

"There is needed, of course, a direct line from Chipman to St. John as a short cut for traffic seeking tidewater but, until that is built, the I. C. R. from Moncton to St. John, over which the new railway has running rights, will be utilized. In any case St. John is the nearest winter Atlantic port for the business of the new railway."

If the Laurier Government had done its duty there would have been no cause for worry regarding the G. T. P., and St. John, or no reason for any short line, for this port would have been the eastern terminus of the Transcontinental. The Telegraph now suggests that the present Government should undo the wrong which Messrs. Pugsley, Carvell, et al, deliberately perpetrated against us. When the proposed route of the Transcontinental was discussed in the House of Commons in 1903, the report shows that the Conservative members to a man fought to bring the road down the St. John Valley so that St. John might get the benefit of the traffic. Liberal members opposed it and the Liberals won. Consequently the G. T. P. went to Moncton. A grevious wrong has been done to St. John. The Laurier Government did it, and the Telegraph was party to the crime.

Even now, with the construction of the link from Napadogan to Fredericton, the G. T. P. traffic cannot reach St. John except over the Valley Railway. That railway will stand as a credit to Hon. Mr. Hazen, Hon. J. K. Flemming and their colleagues in the legislature. It will be of great value to this port, and yet who opposed it more strenuously than did Mr. Pugsley, the representative of St. John in the Dominion Parliament? The Fredericton Gleaner nicely describes Mr. Pugsley and his newspaper when in dealing with the Telegraph's discovery of yesterday, it says:

"Who did more to hinder the construction of this road than Mr. Pugsley, St. John's representative in the Dominion Parliament? Both in and out of office every obstacle that his ingenuity could suggest, he threw in the way, ably backed up by other Liberal members from the province, and it was not until the Borden Government came into office that construction of the road became possible. No journal has been more persistent than the Telegraph in its attempts to belittle and condemn the efforts of Mr. Hazen and his colleagues to get the Valley road built; and no journal could have given more consistent support to Mr. Pugsley in his efforts to balk construction, than it did. Now it has awakened in a fright. We have read a good deal lately in the columns of the Telegraph about discrimination on the part of the present Dominion Government against the port of St. John. If our contemporary has a scintilla of consistency about it, such a word should never be used again by it in connection with the Government and its dealings with St. John, after the publication of the story of the Laurier Government's treatment of the port."

Again the Telegraph stands utterly condemned, not only of gross inconsistency and unfairness, but of tacitly approving the greatest blow ever struck at this city and port.

SIR WILFRID'S LATEST

Realizing that his senseless opposition to the question of Canadian naval aid to Britain will not impress the people of Canada, Sir Wilfrid Laurier now takes the field with a policy of cheaper food. Such a policy sounds well, but there is a great question if Sir Wilfrid, astute as he is, can provide means of meeting the difficulty.

There can be no question that Canadians in common with the rest of the world, are finding it increasingly difficult to meet the growing cost of living, but it is very doubtful that the Liberal leader, even if sincere, can find any way to legislate against the evil.

Such an attitude as that he has now adopted would have been much more effective if he had taken it up while in power. It is a well known fact that Sir Wilfrid, when premier, did not father any campaign against the high cost of living. The Liberal canvass that reciprocity would have helped to reduce the cost of the necessities of life has been proven fallacious.

President Wilson of the United States, in an effort toward cheaper living, made certain reductions in the United States tariff. What was the result? It costs just as much to live now in any part of the American union as it did before the new tariff bill became law.

The Detroit Free Press deals with this matter, and the attitude of Canadian Liberals toward it in a well considered and reasonable editorial, in which it says:

"Our friends across in Canada, the Liberal party portion of them at least, are diligently calling attention to the elevated cost of living in their country and are demanding a reduction in their own tariff like that given us in the United States. They seem to think they are proposing a remedy. Have they not inquired into the effect our own tariff has had in lowering prices?

"The food stuffs that are costing more in Canada because of the new American markets are not a cent cheaper than they were over here. What gain do our neighbors expect from following our course? To lower the Canadian tariff would not bring any flood of supplies into the Dominion; or, if it should, they would not bring down the prevailing level of cost. If American producers could not get as much by exporting as by selling at home there would be no exports. If they could get more they would take all they could get. That is what the aCnadian producers are doing to us.

"The whole beautiful theory of free trade is being revised because of the American experiment in tariff lowering, and our Canadian friends are talking a dead language when they speak about the lowering of prices by lowering duties. It isn't as easy to solve the cost of living problem as we were taught to think."

The cost of living has now reached a point where it becomes a very real problem. The experience of the United States has shown, as instanced by the Free Press, that it can hardly be solved by tariff reduction. One of Premier Borden's pledges was that our tariff would be considered by a commission to be appointed, and upon whose report the nature of the action taken would depend.

The Premier's record is such as to leave no doubt that this pledge will be kept. What then, is the necessity for Sir Wilfrid to 'horn in' at this juncture unless it is his intention to use the cost of living question as a pretext for the introduction of politics? The Liberal leader's sudden advocacy of reduced cost of living might prove more effective were it not for the fact that his record is against him. Independent Canadians are inclined to look askance at his new suggestion because, during the whole of his political career, there has been a wide variance between his words and his actions, his promises and his performances. Ever ready with eloquent and high sounding declarations upon political issues, seldom did his professions and his conduct correspond. In short, he has been an out and out opportunist, willing on the instant to embrace any doctrine that might help to keep him in power. He cast the reciprocity dice and lost. Apparently he is now preparing to gamble again but with a new game.

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

Louis de Buade, Count de Frontenac, the great soldier and statesman who restored the fallen fortunes of France in America, died in Quebec 215 years ago today, Nov. 28, 1698. With his death the French power in Canada began to decline. Frontenac was born in France about 1620, and at seventeen became a colonel, while at twenty-nine he was a veteran, with the rank of lieutenant-general, covered with glory and decorations and scars. After his victorious European career he was chosen to lead the troops sent for the relief of Canada, and in 1872 he was made governor. In 1873 he built Fort Frontenac, on the present site of Kingston. After a notable controversy with Bishop Laval, Frontenac was recalled in 1682, but seven years later he was re-appointed, and ruled Canada with an iron hand until his death. He repulsed Phipps at Quebec, and gained several other victories before his warlike zeal and unceasing activity exhausted him.

FIRST THINGS

WASHINGTON IRVING.

The first American author to win general recognition of his genius in Great Britain was Washington Irving, who died, in his seventy-seventh year, at "Sunnyside," N. Y., fifty-four years ago today. The immortal humorist, historian and essayist was born in New York, the son of a native of Scotland. He was educated for the law, but his tastes were all in the direction of literature, and his legal career was a brief and almost briefless one. At eighteen he wrote "Letters of Jonathan Oldstyle," which were published in the New York Morning Chronicle, a newspaper owned by his elder brother, Dr. Peter Irving. He was only twenty-five when he wrote the celebrated "History of New York, by Diedrick Knickerbocker." From 1815 until 1832 Irving resided in England, where his genius was fully recognized. Later he returned to Europe as United States minister to Spain, and spent several years in Madrid.

THE PASSING DAY

The blood-spattered pages of early American history recount many terrible tales of murderous massacres perpetrated by ferocious redskins on the paleface pioneers who had taken up the white man's burden in far wildernesses. There are at least two sides to every question, however, and there were occasions when the white man's vengeance took the form of cruel and wanton butchery. Such an occasion was the "battle" of Auttose, a century ago, when Creek women and children, as well as braves, were slaughtered by their white foes.

In November of 1813, the Creeks of Alabama and Georgia, incited by Tecumseh and his brother the Prophet, were on the war-path. Defeated in several engagements, they fought on, and many unfortunate white settlers were slain. From the survivors went up a cry for help, and it was answered by General John Floyd, who placed himself at the head of 950 Georgia militia and 400 friendly Indians. Guided by Mordecai, a Jewish trader, the army entered the region of hostilities from the East. Floyd was informed that the "hostiles" had assembled, with their squaws and papooses, at the village of Auttose. This was the Mecca of the Indians, a town built on "holy ground," on which the Prophet had made the Indians believe no white man could set foot and live. They had had many demonstrations of the power of the Prophet and Tecumseh, and so at Auttose they dwelt in fancied security.

Just a century ago today, Nov. 28, 1813, Floyd and his army reached the town, which was built on the left bank of the Tallapoosa. The night was spent in preparations, and as the sun rose on Auttose the Creeks saw before them a paleface army, arrayed for battle in three columns. Still confident that their gods would protect them, the Indians calmly awaited the onslaught. The roar of artillery, followed by a bayonet charge, destroyed the Indians' faith in their deities. In wild terror the Creeks fled from their "sacred ground," only to be hunted down and butchered with fiendish cruelty by the whites. It is estimated that fully two hundred of the redskins were murdered. The town, with its 400 rude dwellings, was burned, and the whole country round about laid waste. The vengeance of the white man was complete, and it had cost only eleven lives.

THE HUMAN PROCESSION

EARL GREY'S BIRTHDAY.

Albert Henry George, fourth Earl Grey, who was the Duke of Connaught's predecessor as Governor-General and Commander-in-Chief of Canada, was born sixty-two years ago today, November 28, 1851. During his distinguished career as an administrator and a leader in movements for the public welfare, Earl Grey has been as great in peace as many of his ancestors were in war. The first Earl Grey was a famous soldier, and was a commanding officer of English troops in the American revolution. The fourth Earl's father was General Hon. Charles Grey. The present Earl succeeded his uncle in the title in 1894. After graduating from Cambridge he entered parliament as a Liberal. In 1896 he was made administrator of Rhodesia, and from 1898 to 1904 he was director of the British South Africa Company. In 1904 he was appointed Governor-General of Canada. The Earl owns an estate of some 17,000 acres in Northumberland. Since leaving Canada he has engaged in many popular movements. He is especially interested in co-operation, and in an address before the Congress of the International Co-operative Alliance, held in Glasgow last August, he urged co-operation as the basis of the ideal state of the future, which would put an end to the tyranny of the trusts and reconcile the warring forces of labor and capital. In the course of his speech Lord Grey painted a glowing picture of the future co-operative commonwealth of the world, which, he declared, would embrace all civilized peoples. The most inspiring motto the world has ever known, concluded the Earl, was that of the co-operative movement: "Each for all and all for each."

IN LIGHTER VEIN

Heard in a Restaurant.

She—The waiter is hanging around as though he expected something.
He—Oh, yes; he's a tippical waiter.

Singular.

It's a strange fact that a man can be used best as a tool when he is dull.

So There You Are.

"Boggs is a fool."
"But he says you are a fool."
"Bah! Who minds what a fool says?"

Quite So!

The smaller a man is the more apt he is to be perfectly satisfied with himself.

Merely That.

Bix—Most of those so-called aigrettes, they say, are only horsehair.
Dix—Yes, "aigrette" is merely their nom de plume.

Too Busy.

Remarks an exchange, "There are none of us so sure of going to heaven that we take lessons on the harp." Tut! We're sure enough, but we haven't the time.

From Her Point of View.

Men are like corks, a girl declares,
And she is right, no doubt—
At least some pop quite easily,
While some must be drawn out.

The Old Lady Again.

Mrs. Kawler—I suppose you go out walking these lovely afternoons.
Mrs. Blunderby—Yes, indeed, I am quite a predestinarian.

Passing It On.

The freshman has a sad career,
Finds much beneath the ban.
He stands it, for he thinks next year
to haze the other man.

The lodge initiate must prance,
To please a pesky clan,
And he submits, to get a chance
To haze the other man.

And such we know, has been life's scope
Since first the world began,
We stand for much, because we hope
To haze the other man.

His Devotion.

"Young Mrs. Flitter tells me that her husband is going to teach her how to skate this winter," says Mrs. Gooph, in the tone a woman employs when she conceals a reproof in a morsel of conversation. "Isn't it nice to see a man so devoted to his wife?"

"Devoted—shucks!" grumbles Gooph from behind his magazine. "He's so blamed jealous of her he won't take a chance at having any other man near her."

Still Expressive.

The world of slang advances
Very fast:
Last year's pet phrase lies buried
In the past.
Yet there is one will linger
To the last.

For when you catch her ogling,
By surprise—
That maid whose glance is soft, yet
Rather wise,
Can anything compare with
"Goo-goo eyes?"

A Heedless Husband.

"They say that marriage is a community of interests, but my husband has no consideration for me. Yesterday he lugged a total stranger home for dinner. Not a word of warning, is that any way to treat a wife?"

"Oh, that wasn't so reprehensible. You could easily rustle up something for dinner."

"But there wasn't a thing in the house. I had lost the market money at bridge."

An Autumn Prayer.

Although we love to praise in rhyme
The season of the rose,
We're glad the good old summer-time
Is drawing to a close;
For now when come the cooler days
To add to our repose,
We hope the girls will mend their ways
And put on some more clothes.

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PICTURES
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IMPERIAL U
SUBJECT
"EMPIR

An Interesting and Forceful Canadian Club Last Eve Aid Pointed Out by Sp

(Continued from page 1)

The Imperial unity was Mr. Cecil Rhodes' great and one idea. He realized to the full what the four greatest empire ideals are, general progress, individual development, harmonious working, and effective co-operation at times of danger. He realized that the British Empire with its 11,500,000 square miles and its 420,000,000 human beings, if united, would form a most tremendous fighting power for defence as well as for peace. The subject of Imperial unity opens up so many different aspects that whenever I attempt to discuss its many problems I often wonder at which point to commence.

Co-operation Necessary.

First may I deal with the necessity of co-operation. Today we are living in an age when powers are combining for the same ends as those I have referred to. On the one hand you have Austria, Italy and Germany in one group, England, France and Russia in another, in fact all nations are striving to protect their interests by combining. Dealing with the Empire as a whole, I am one who believes that unless we can quickly devise some means for close and more defined union than that which exists at the present time this great British Empire must inevitably fall to pieces, just as I believe on the other hand that if we can quickly devise some scheme for united and whole hearted co-operation we shall become one of the ruling factors in the peace of the world. I agree that the fascinating project of bringing into existance a truly Imperial parliament by constructing a new Imperial constitution, is a task of immense difficulty particularly if any executive authority were to be given. Mr. Cecil Rhodes, or indeed many of us who think as I do, never contemplated interfering with autonomy of any individual unit of the Empire.

An Imperial Parliament.

With this end in view and also for the purposes of testing the opinion of members in the British House of Commons I was instrumental in getting together some eighteen months ago a committee of four members of parliament. This committee consisted of one Australian, one Canadian, one Englishman and one African, namely myself. Together, we quietly worked around all sections of political opinion, taking good care to avoid the ministerial benches. This resulted in presenting to Mr. Asquith, to use his own words, one of the most representative memorials ever presented to him during his forty years in the House of Commons. The wording of that memorial consisted of but a few lines. It prayed for the creation of an Imperial parliament of an advisory character. Hundreds of members of parliament signed that memorial and I think that I can candidly say that I only struck in the House of Commons four of what I call real down right little Englanders.

As a member of parliament, I can truly say that the feeling there is distinctly in favor of such a movement, but that to achieve the desired end, the different Dominion parliaments should express similar views in a like manner, and that, it would come better from the Dominions if they took the initiative.

What would an advisory council mean? It would mean that King George would summon together at regular intervals men especially chosen throughout the Empire to represent the interest of the Empire in such a council, to debate questions of great Imperial moment, for example, Imperial defence, requirements of the navy and army, foreign affairs, Asiatic problems, fishery disputes, Imperial postage, cable questions and many other matters, which concern the Empire as a whole, including any unfriendly action by any foreign rival towards any section of the British Empire and generally watching and safeguarding the destinies and welfare of the 420,000,000 of people who live within our Empire.

No one can deny that the enormous volume of Imperial trade does not warrant the existence of such a body of well chosen men whose vision would be clear of party politics which are apt so often both in the Mother Country, here and elsewhere to subordinate matters of great Imperial importance in favor of local interest.

Other Countries Ready.

We must not forget that while we are drifting along in a happy-go-lucky way that other countries, both for the defence and trade are already well organized. Enormous progress of Im

Fatality of Whooping Cough

Many parents think lightly of whooping cough, and treat it as a necessary evil, not giving the child who has it any special attention.

The seriousness of whooping cough was emphasized by the Medical Health Officer in Toronto a few months ago, when he reported deaths during the month from whooping cough, and only ten from scarlet fever, typhoid fever and measles combined.

So many people write to us about the relief and cure of whooping cough by the use of Dr. Chase's Syrup of Linseed and Turpentine that we can recommend it with the greatest confidence.

It loosens the cough, aids expectoration, and by its soothing influence prevents the terrible paroxysms of coughing which are so distressing to witness, and which wear away the strength of the child. By using this treatment the disease is held in check, and cured in a few weeks, instead of months. Look for the portrait and signature of A. W. Chase, M. D., on the bottle you buy. There are many imitations.