

## The St. John Standard

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ST. JOHN, N. B., WEDNESDAY, APRIL 5, 1916.

"We are fighting for a worthy purpose, and we shall not lay down our arms until that purpose has been fully achieved."—H.M. The King TO THE PEOPLE OF THE EMPIRE—Every fighting unit we can send to the front means one step nearer peace.

### THE MUNITIONS ENQUIRY.

Whatever may have been the motives of the two Conservative members of Parliament who voted, last night, in favor of Sir Wilfrid Laurier's resolution for an investigation into the cause of the munitions enquiry, the fact remains that their action was unwelcome. To bring such a question into the realm of political discussion at all was a mistake, but to attempt to probe the allegations of Mr. Kite by such means would open the door to the most bitter and scandalous political war this country has ever seen and would undo whatever good has been accomplished by the decision to postpone the general elections.

When the suggestion was first made that in war time the people of Canada should not be plunged into the turmoil and strife of an election, newspapers and public men on both sides of the political line endorsed it. Particularly did the Liberals lay stress on the argument that an election would cause a division of opinion among the people when all should be united and this, they claimed, was a calamity to be avoided at all costs. Subsequent developments have shown, however, that the real thought undermost in the minds of the Liberals was that they were unprepared for an election, that the country would remember their unpopularity stand on the Borden Naval Aid Bill and other matters and their constant endeavor to arouse ill feeling by gross insinuations of graft and dishonesty.

Sir Robert Borden, from the first took the ground that in war time all considerations, save those of Canada's duty to the Empire, should be put aside and in this, as in all things, Sir Robert was sincere. He also said, however, that if there was the slightest charge against the integrity of any member of the Government or of any official of the Government he would investigate that charge and have the facts brought to light.

From an Empire standpoint it is regrettable that action should be taken that may result in furnishing Empire enemies with any information whatsoever in connection with what Canada has done or is doing in the way of furnishing war supplies to the Allied troops. There can be no two opinions on that point in the minds of Canadians whose sole desire is that this country shall do its full duty. However, since the Premier has decided to make the Kite allegations the subject of enquiry, and it must be said that he has taken the courageous and manly position in the matter, then it is certainly wise that the investigation should be conducted by regularly appointed judges on the lines of a legal hearing. Under no circumstances should the political scandal-mongers of the opposition be permitted to make of the proceedings a circulation agency for partisan material where the interests of the country take a second place to those of the Liberal opposition.

It does not require much reflection to form a fairly accurate idea of what would happen if the allegations were to be aired before a Parliamentary Committee where the Kites and the Carvelles, and others of their ilk, could gather and, throwing decency to the winds, deluge the country with the outpourings of their political rage. Facts would be disregarded and torrents of wild and reckless assertion and allegation would be featured by the Grit press from Halifax to Vancouver. And the flood would have its source where? In what was supposed to be a calm and businesslike investigation of the part Canada is playing in furnishing munitions and supplies to the men who are fighting for our freedom and the integrity of the Empire. With what avidity would every slander, circulated by a party-mad Grit, be seized upon by our enemies and magnified and distorted until this country would be painted to the world as an abiding place of thieves and grafters. Not that the facts would warrant any such depiction any more than they did in the shoe investigation, but the Liberals on the investigating committee and before it would not be bound by the limits of truth, more than they have been in their contributions to the public debates in the House of Commons.

There is no desire on the part of

Sir Robert Borden or of any other member of the Canadian Government to keep from the public any facts they should know but the subject is too big and too vital to permit it to be made the plaything of Grit partisans whose sole concern is for their own political advantage. Sir Robert is absolutely right in insisting that since an investigation is to be held at all, it shall, at least, be conducted with decency and decorum. He has already appointed a Royal Commission and given to the Opposition party the opportunity of being represented by counsel. That, in itself, is a far greater concession than any Liberal Government would ever make and yet Sir Wilfrid Laurier has the effrontery to declare that it is not acceptable to him. No other evidence is required to show the people of this country that it is an opportunity for abuse, not argument, that the Liberals desire or that their whole campaign has its impelling motive in partisanship rather than patriotism.

### AN ENVIALE RECORD.

Fifty years is a long time in the life of an individual, an organization or a nation, and one of St. John's leading business houses is today to be congratulated on the fact that for half a century they stood as the representative of business integrity, sagacity and development. The story of the prosperity and progress of St. John is the story of Manchester, Robertson & Allison's great business enterprise. From small beginnings the founders of that firm have seen it grow and develop until today when it occupies an enviable position in the Canadian business world. It stands as an irrefutable evidence that opportunity is not confined to the larger cities of Canada, but that fair dealing, industry and thrift will win for their possessors first place in any community. To Manchester, Robertson, Allison, Limited, The Standard today extends its hearty congratulations upon completing fifty years of prosperity with the prospect of still better things in store for the future.

### CONCERNING MR. STEWART.

The fact that a motion submitted by an opposition member of the Provincial Legislature concerning Mr. Stewart's case was ruled out of order by the Speaker of the Assembly has provided some newspapers with a text on which to base an attack against the Government. It is common knowledge at Fredericton that the Premier has this matter in hand and will adjust it in a manner that will meet with general approval. The opposition both in and out of the Legislative chamber is well aware of this and their motion was introduced to defeat rather than assist the Premier's plan. Within a few days the province will have ample evidence that Premier Clarke has had Mr. Stewart's case in hand.

The Times says: "The Standard still wants Halifax to get all the trade of the National Transcontinental." Purely out of kindness and sympathy for our brother, and in the hope that he may not continue to make an ass of himself we suggest that he employ his leisure in reading the back files of his own newspaper. In other days he produced some rather convincing arguments to indicate that the responsibility for sending N. T. R. trade to Halifax must rest upon the shoulders of Sir Wilfrid Laurier and the political party the Times now supports.

The evening organ of the East bank route for the Valley Railway declares that "the people of Kingston are roused to action in the Valley Railway matter." Which is offset by the fact that the good residents of Armstrong's Corner are decidedly in favor of the West bank route. On the one side we have Kingston and Gagetown and on the other Fredericton and Armstrong's Corner. Looks as if, on a population basis, the West bank has a little better of the argument. But the Times may still drum Hardscrabble and Fair Vale into line.

On Monday night the Times wanted to know a lot about an alleged "terminal company" and asked this journal of the home and friends for the information. In all humility we did our best to gratify the Times' burning curiosity and that newspaper

forthwith lost interest in the matter. Now, it seems another mystery and asks why Mr. Irving R. Todd resigned the presidency of the St. John and Quebec Railway Co. Frankly, we don't know, but why not ask Mr. Todd?

Sir Wilfrid Laurier, Mr. Carvell and others have so persistently sat on the lid in matters affecting the administration of Canadian affairs that they are naturally somewhat surprised at Sir Robert Borden's willingness to lift it.

Even if the shooting season has closed by the time Sir Sam Hughes returns from England he may still go gunning for a Kite.

### THE ENGLISH LANGUAGE IN CUBA

The Cubans have decided that it would be to their advantage to understand the English language, and they have set about to acquire it with an energy that is showing marvelous results. Ten years ago, in the business houses of Cuba, it was hard to find a Cuban who spoke English, but today there are few business houses that do not have one or more persons in their employ who speak English well. With their immense trade from English speaking countries a knowledge of the English language is essential to their business, and all classes in Cuba are learning the language.

The business men are sending their sons to schools and colleges in the United States and securing an English or American governor for their daughters.

Stenographers who understand thoroughly both the English and Spanish language are in constant demand and command high wages. The clerks in the business houses are learning English, as it increases their efficiency and enables them to command higher wages. Nearly all of these clerks are members of some fraternal society where, for the payment of a small sum monthly, they enjoy many privileges, among which are evening schools, where, in connection with other subjects, English is taught. The porters and waiters in the hotels, the waiters in restaurants and even the laborers on the docks and streets are learning English, because the knowledge increases their earning capacity. English is taught in many of the public schools in Cuba and there are numbers of private schools where English is taught, but the greater part of the teaching is by private classes, where the teacher meets one or more pupils at certain hours in the day and evening. It is remarkable the facility with which children acquire languages. Many children in Cuba, of five or six years of age, who hear daily both English and Spanish spoken, can speak both languages with equal facility.

There are hundreds of young Cubans attending schools and colleges in the North. If the advantages that Canadian educational institutions had to offer were judiciously advertised in Cuba, a large number of these students might be induced to go to Canada, and the introduction of this Southern element into our colleges would be, perhaps, for the mutual benefit of both the Cuban and Canadian students.

### PERSONAL.

Harry McDonald of Shediac was at the Dufferin yesterday.

Mr. and Mrs. Murray Farrell and Mrs. M. Farrell of Fredericton were guests of the Dufferin yesterday.

William Dorey of Woodstock was at the Dufferin yesterday.

George D. Le Rich of Shippegan, was at the Dufferin yesterday.

J. D. Walker of Burnsville, was at the Dufferin yesterday.

Miss Chapman and Miss Landry, of Dorchester, were guests of the Dufferin yesterday.

W. T. Chestnut and Mrs. Chestnut, of Fredericton were at the Victoria yesterday.

A. C. Lutz, R. L. Lennox, J. S. Macree, G. Fred. Knight and G. L. Cann, of Moncton, were at the Victoria yesterday.

A. J. McEvoy and J. R. Burpee, of Gibson, were guests of the Victoria yesterday.

P. B. Watson, of St. Mary's, was at the Victoria yesterday.

G. L. Tracy and R. A. McFadden, of Fredericton, were at the Victoria yesterday.

Felix Michaud, of Bouchette, was at the Victoria yesterday.

H. B. Durost, of Woodstock, was at the Victoria last evening.

Edmund Craig, of this city, who has been spending the winter with his sons in Bangor and vicinity, has returned home.

Col. G. W. Fowler arrived in the city yesterday.

H. V. Dickson, M.L.A., passed through the city yesterday on his way to the capital.

### THE CANADIAN PATRIOTIC FUND.

The following contributions have been received:

Monthly: W. \$25; H. Mont Jones, \$5; Hugh Mackay (2 mos.), \$10; H. C. Page, \$15; J. B. Chudley (2 mos.), \$50; R. H. Dockrill, \$10; R. B. Paterson, \$10; J. R. McFarlane, \$5; A. E. Coates, \$2; A. B. D. Gandy, \$1; W. S. Edgar, \$1; H. O. R. Bealey, \$1; W. C. Smith, \$1; Lieut. Col. A. J. Armstrong, \$5; Miss M. R. Gray (3 mos.), \$150; W. B. Newman, \$100; Miss E. D. McLean, \$1; W. L. Doherty, \$2; G. L. Higgins, \$1; Commercial Travellers' Patriotic Fund, \$120; W. F. Nobles, \$2; several Lightkeepers in N. B. connected with Marine Dept., \$148.09; H. J. Roberts, \$2; R. E. Armstrong, \$1; Fenwick D. Foley (5 mos.), \$5; Edgcombe & Chisholm, \$5; Captain A. U. Burns (2 mos.), \$4; Herman Sutherland, \$5; Mr. Badler, \$2; Hon. J. D. Allen, \$75; L. A. Coates, \$2; Miss Grace W. Coates, \$1; J. Galbraith, \$1; W. J. McGiffin, \$1; Rev. E. A. Westmorland, \$50; W. A. Cunningham, \$2; Miss Annie Wilson (2 mos.),

## Little Benny's Note Book

The Park Ave. News.

Published by Alexander and Potts, Printers.

Terrible Explosion. A big explosion took place in school last Thursday afternoon. Nobody was hurt, but the Invincible baseball team had to practice without a shortstop, on account of Sam Craws being kept in for blowing up a paper bag and bursting it while Miss Kitty was reading a poem about birds out loud.

Personals. Were did you get those checkerboard pants. Skinny Martin? Ah! they got any coat to them?

Sports. A cracker eating contest was held in Krause's ester place while Sids Hunt, Puds Simkins and Ed Wernick was waiting for the man to take 50 crackers out of three shells for Sids Hunt's mother, the rules being that it was not fair helping the crackers down by drinking any water. Puds was shed by 4 crackers when he started to choke and had to be pounded on the back till he got mad. Then the man saw wat they was doing and charged 5 cents more for the crackers.

Pome by Skinny Martin.

O see the innermost lion!  
See him jump and play!  
Help, he's got my head in his mouth!  
Hay! hay! hay!

Sisisty Notes. There was a wedding up in the next block last Friday, being a wedding for the bride and her husband to work under from the front door down to the carriage, as if somebody chart it mile race on them. Among those present who tried to get agood look from in back of 2 place-men was Miss Mary Watkins, Mr. Puds Simkins, Miss Lilly Levy, Mr. Sids Hunt, Mr. Johnny Willson, Miss Maude Jonson, Mr. Benny Potts and Miss Gertrude Simsim.

Wait up! The sky. Joak. Weather. Winds in breezes.

\$4; Jarvis Wilson (2 mos.), \$2; B. J. Grant (2 mos.), \$2; Mrs. John Retalick, \$2; Mrs. J. Medley Belyea, \$2; Mrs. Wm. Keefe, \$2; Mrs. G. McKelvey, \$2; E. O. Leakey, \$5; Theodore Stackhouse, \$1; A. G. Chisholm, \$1; Stephen, \$2.50; F. S. White (2 mos.), \$20; Joseph A. White (2 mos.), \$2; James Beattay (2 mos.), \$2; Thomas Cahill, \$2; Capt. H. S. McCutcheon (2 mos.), \$1; Mrs. J. Duffy, (2 mos.), \$2; Dan Kirby, \$2; Alex. Wilson, \$1; Mrs. S. D. Wilson, \$2; Chas. Hughes (2 mos.), \$1; G. Waring (4 mos.), \$1; Miss M. Sullivan (3 mos.), \$5; Mrs. G. Godsoe, \$2; Mrs. M. Campbell, \$2; Mrs. J. McCampbell, \$5; Mrs. G. W. Downer (3 mos.), \$5.

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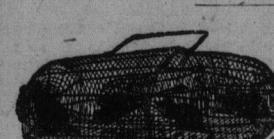
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## King Street Waterbury & Ris

## J. K. SCAMMEL OFFER IN SELECTING VAL

Mayor to Report on Matter Later — in Annual Report Favors Eliminating Crossing.

A communication from J. K. Scammell, a civil engineer, in which he offered his services in the work of deciding upon the route of the Valley Railway, was read at yesterday's session of the city council. The communication was referred to Mayor Pritt to report upon later. A report submitted by the commissioner of finance and public affairs was adopted section by section. The report contained a provision for the appropriation of \$100 for the Sloge Battery. A long list of the amounts passed by the comptroller for March payments was received. They included: Treasury department, \$132.08; public safety, \$923.61; public works, \$1,074.59; water and sewerage, \$660.92; harbors and ferries, \$8,838.34. The council was in session less than half an hour.

Commissioner Potts' Report.

Commissioner Potts in the first installment of his annual report, which was received by the council, suggested that the congestion of traffic on Mill street, opposite the Union station, be relieved by the railroads. After reviewing the negotiations between the city and the street railway company and resulting agreement, the commissioner points out how the revenue to be derived from the company is to be used in an extensive plan for the construction of permanent streets.

The commissioner deals with the snow removal problem and intimates that the time is coming when the city will have to undertake the entire work.

Mention is made of the plans for widening the street at the corner of Mill and Main, which is to be put into effect soon.

The report in part follows:

City and Street Railway.

In taking charge of the Public Works Department it became necessary to look closely into the matter of how most economically to build and improve our public streets, particularly along the sections travelled by the St. John Railway Co. On looking carefully into this matter I learned that the city, whenever building streets, had also provided the foundation for street railway tracks to run upon. By comparison of the streets through which the railway does not run and streets where the railway service runs through I ascertained the difference in cost to be considerable.

A six or eight inch concrete or tar macadam street was all that was required on a street where the railway did not travel; but on a street through which the railway runs it requires an extra six inches underneath the tracks, making either twelve or sixteen inches of material on the several streets through which railway tracks were laid; reasonably, I thought, this extra amount should be a charge upon the Saint John Railway Co., but on taking the question up with the officials in the department and representatives of our city, I learned that the city had always provided this foundation and the taxpayers paid for the bill. Feeling this was not right I attempted to have the Saint John Railway Co. pay for same.

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