

The Standard



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SAINT JOHN, SATURDAY MORNING, AUGUST 20, 1910

DISHONEST CRITICISM.

An anonymous communication, dated from Lower Millstream and criticizing the bridges and roads in the district, was recently given editorial prominence in the Telegraph. Mr. J. E. McAuley, one of the councillors for the municipality of Kings, in a letter to The Standard, which is published elsewhere in this issue, effectively deals with this anonymous writer, and takes occasion to show not only that his statements are false, but that the roads and bridges to which he refers are in excellent condition. Mr. McAuley, who knows whereof he speaks and is not ashamed to sign his name, contrasts the conditions of the roads and bridges under the old government and makes pointed reference to the change for the better during the last two years since the Highway Act was passed.

The campaign of slander and misrepresentation in which the Telegraph has been indulging in meeting with little support. The people of the province have not forgotten the condition of the roads and bridges in 1908, when the old government went down to defeat with all its sins of omission and commission on its head, and they realize that the Hazen administration, when it assumed office, was set a task which will take years to complete. The Highway Act has gone a long way to make the completion of that task possible. From every municipality reports have been received that the highways are in better condition than for years past. An honest expenditure of the moneys provided for repairs, and the introduction of statute labor to relieve the burden on the people are two of the main reasons for the improvement which is everywhere noticeable.

It is not to be supposed that had the local opposition any ground for complaint as to the working of the act they would not have taken advantage of it at the last session of the legislature. The members of the party which suffered disastrous defeat at the hands of Mr. Hazen would not hesitate to call him and his government to account at every opportunity. Yet their combined wisdom a few months ago could frame no amendment to the Highway Act, which the Telegraph is now making a futile attempt to condemn as a failure.

Referring to the attitude of the Telegraph on the question of the roads, the North Shore Leader remarks:—"The St. John Telegraph is indulging in a nonsensical 'partisan attack on the Hazen administration over the alleged wretched condition of the roads and bridges. The Telegraph's observations are really amusing, but the editor is making himself the laughing stock of the province at large. He has no personal realizations of the conditions; or he would not prompt such foolish criticisms. The St. John Liberal organ has made countless attempts to discredit the local government, but its more recent weak attacks, with the public works department as its target, have developed disgust even among the most staunch supporters of the opposition. Should one contrast the condition of the roads and bridges of New Brunswick today with the conditions prevalent under the Liberal regime, he would find a 'magnificent improvement. In every county satisfaction is invariably found over the efficient direction of this important branch of provincial administrations at the hands of the present Chief Commissioner. The mention of the province of New Brunswick today is 'synonymous with good roads and bridges.'"

Honest criticism is not to be looked for from the organ of a ring of dredging grafters. The opinions expressed by the Telegraph have ceased to carry weight with fair minded people. The money which is lavishly spent to keep it in the field cannot buy it a reputation. In striking contrast to the Telegraph's attitude to all the acts of the Hazen government are the remarks of Hon. J. N. Armstrong of Nova Scotia at the luncheon given to the members of the Royal Commission yesterday. In referring to Mr. Hazen, Mr. Armstrong said that "although differing from him on political questions he saw much in his public work to justify the confidence which the people of New Brunswick reposed in him. It was well deserved." Nothing as honest or fairminded as this would ever appear in the columns of the Telegraph.

CAPTAIN KENDALL AND DR. CRIPPEN.

Captain Kendall of the S. S. Montrose, who played a prominent part in the capture of Dr. Crippen and Miss Le Neve, has been the subject of considerable criticism in England, the principal cause of complaint being the tenor of his wireless communications to the London Daily Mail describing his own conduct prior to the arrest. It is claimed that he violated the ethics of the service. The criticism is also applied to the Canadian Pacific Company as owners of the Montrose. It is not clear, however, in any event wherein the company is open to censure. The important part which for the first time the wireless message played in the capture of a criminal makes the discussion of some interest, especially as history is sure to repeat itself sooner or later.

The London Saturday Review, whose opinions fairly epitomize those of the captain's critics, characterizes these communications as "a disgrace to the mercantile marine and the profession of the sea." It adds:—"They are an insult to the King, of whom the commander of a British ship is the direct representative, to the law whose powers are vested in him, and to every sailor. What his temptation may have been we do not know; the responsibility for that lies with the Daily Mail

editor and with its principal proprietor, Lord Northcliffe. But he proved a sufficiently apt tool.

"Let us hear him in detail:—My suspicion was aroused when, seeing them on the deck beside a boat, she squeezed his hand. I warned him (the chief officer) that the discovery must be kept absolutely quiet, as it was too good a thing to lose, so we made a lot of them, and kept him smiling."

"Kept them smiling," continues the Review scornfully, "while the miles were shortening between them and the police; kept them smiling, although the girl's tears, it seems, were sometimes triumphant over the facetiousness of this precious reporter captain; made a lot of them, not to save them from their own dreadful thoughts and fears, but because while they were unsuspecting they were a source of income; kept them smiling, lest they should weep and betray themselves to others, and the profit be lost; made a lot of them, not to give them a moment's respite before the hand of the law closed on them and separated them for ever, but because it was too good a thing to lose."

"This man and girl were lover and mistress; they were on a last desperate adventure together, with perhaps more than the chance of death waiting for one of them at the end of it. With whatever sin and horror their relationship may have been associated, however unlovely it may appear to us, there is surely some element of sacredness in its very intimacy. Even in spite of their disguise, amid the publicity of the deck, in some moment of fear or emotion, her hand goes out to him in desperate, wordless communion; and Captain Kendall notes it, and transmits that handclasp to the Daily Mail."

"I told Crippen a story to make him laugh heartily so as to see if he would open his mouth wide enough for me to ascertain if he had false teeth. The ruse was successful." What a fund of stories our captain must have! And now he will have this one to add to them.

"He would often sit on deck and look aloft at the wireless aerials and listen to the crackling of the electric 'spark of messages being sent by the Marconi operator. He said, 'What a wonderful invention it is!'"

"Wonderful indeed!" continues the Review. "If he had known what kind of a chain was stretching in the blue sky between the Montrose's masthead and Fleet Street he might have thought it more wonderful still. But there is no need to quote more. If any reader of this Review can think of an instance of the miracles of science and the sacredness of authority being turned to uglier or more contemptible uses we would like to hear of it."

"The captain of a ship is in the position of commander, judge, magistrate, even of king, to every soul on board. For a judge on the bench, or a governor of a prison, or a general in the field to send reports of his doings to a newspaper would be no more improper than for a ship's captain to do what this captain has done. In addition, he was in a way the protector of this wretched pair. So long as they did not offend against the discipline of the sea he had no quarrel with them. They were flying from justice, it is true; it is also true that one of them was possibly flying to his death, and drawing nearer to the gallows with every turn of the screw."

"Think, if you can bear to, of the dire tragedy of this relationship; the smiles that had to be kept up outside, the terrors and tears of the cabin; the embraces mingled with the sense of impending doom and destiny; the counting of the days and nights, and ultimate sunset, ultimate daybreak, ultimate kiss or whispered word that might be the last they would ever share, and then think of Captain Kendall and the Daily Mail, and the thing that was 'too good a thing to lose.'"

With all respect to the Saturday Review, there hardly seems any occasion under the circumstances to get hysterical. Captain Kendall sent the Mail a story for which all the world was waiting, and it is more than probable that it was rewritten and embellished before reaching the public. The captain took steps to make sure of his facts, but they caused no annoyance to either Crippen or Miss Le Neve, who are in ignorance today, if reports are to be believed, of the means taken to identify them. If the Saturday Review were a daily journal on the look out for news, it would probably view the circumstances from an entirely different standpoint.

THE HORSE STILL HOLDS HIS OWN.

Those who still persist in believing that every new labor-saving invention, device and improvement tends to deprive the older producers, men and beasts, of occupation might find in recently compiled statistics relating to the horse a striking contradiction of their pet theory. The "horseless age" which was prophesied with the coming into general use of the automobile has not arrived, and what is more to the point, it seems to have been indefinitely postponed. That is to say, we have it on the authority of the Live Stock Journal that horses have increased six million head in the United States in the last ten years. There are now in the country 31,000,000 farm and city horses, with a valuation of \$3,500,000,000, and prices are better than ever before—\$250 to \$500 for good draft horses.

How is this accounted for? The answer is: The railroads and various forms of machinery have called for more horses to do the increasing work. All the automobiles manufactured in the world in 1910 will number, it is estimated, 235,000, and their value will be about \$335,000,000. The 2,000,000 horses in the state of Illinois alone are valued at \$256,000,000. Horse breeding is the most important industry in the United States as well as the most profitable, it is claimed, and we are told that farmers cannot supply the increasing demand from American and European markets for more and better animals.

CURRENT COMMENT

(Edmonton Journal.)

Taking it all in all, the farmers have found Sir Wilfrid a smooth sophist who, when confronted with the evidence that he has not kept a promise, undertakes to placate his accusers by making more promises. It is plain as anything can be that Sir Wilfrid on this tour, in which he has met the representatives of the great agricultural interests face to face, has lost prestige as no Premier of Canada ever did before. The farmers of the West can scarcely retain confidence in a man who has no more to say to a direct accusation than that he has violated his pledged word.

(Montreal Gazette.)

Mr. W. B. Snowball, president of the Maritime Province Board of Trade, has been telling the people whose interests the board aims to advance that they should give more attention to their natural resources and the improvement of the farming industry. The advice is good for all Canada, but is, perhaps, more needed in the Maritime Provinces than elsewhere. The people there have developed to a woeful extent the habit of calling on politicians to help them to prosperity, when the politicians can hardly make themselves rich. A hundred well tilled farms can make a whole country side thrive.

(Vancouver World.)

Do it now. Tomorrow someone else may have done it and collected the pay.

A BATTLE CRY.

Before I leap and lose myself below,
Give me one moment's look beyond
The bright, the blue, the vast, the wide,
Volumes of fog, vast piles of rolling
mists.

Make war upon each other like mighty
waves.
I hear strong humming, as of mighty
winds.

And shock and crash, as if a myriad
Of toppling worlds were crushed and
ground to dust.

And from their dissolution, whirling
rise
Sharp fumes and strange; and all the
tingling air
Seems full of unseen thorns that prick
and burn.

My soul is in my hand—I shall not
fear.
Now shall I test the temper of that
sword
That I have spent my life to weld and
whet.

Through life I dream not of, through
agony
And ruin, I shall cleave my fiery way
The heart within me burns like glowing
wine.

And as the husk of earth slips from
my soul,
The thrill of dawning godhood stirs
within.
I swing my sword and with a cry I
leap.

GOOD STORIES

The writer took a doctor's prescription to the drugstore to have it filled, says Judge's Library. In some way this piece of paper became torn in half, so that when the patron handed the druggist the first piece, that public servant at once measured out the ammonia salt it called for and placed the small vial before his customer.

How much? asked the patron.
Ten cents.

Oh, beg pardon, said the purchaser at this juncture, finding the remainder of the prescription in his pocket. This piece says to add enough water to the other to make four ounces.

Very well, rejoined the apothecary dumping the contents of the small vial into a four ounce bottle and adding the required water. There you are, sir, 40 cents for the water.

What! Ten cents for ammonia, and 40 cents for the water?

Exactly. The doctor's name written after the water makes it a prescription, and we put up no prescriptions under 50 cents.

Then it Happened



Baby was in the yard, and mother was at the woman's suffrage meeting. There was no one to watch baby, but somebody had left the cover off. There was no one to watch baby. However, children when left alone become self-reliant.

This one, for instance, got down the deep, deep well all by itself.

The End.

JOSH WISE SAYS:

It's up to some fellow to invent a scheme for making both ends meet.

A Jealous Jibe.

"What is Blotterton doing now?" asked one literary person.

"He has a regular job writing optical illustrations," replied the other.

"What do you mean?"

"He writes things that look exactly like poetry until you inspect them closely."—Washington Evening Star.

Time Wasted.

He—"Darling, I am going to steal one little kiss."

She—"You would make a bum burgler."

He—"Why?"

She—"If you were going to rob a bank would you stop to tell the cashier?"

St. John, N. B., August 19.—A strong and orderly market, with apparent improvement in the money condition, has been the distinguishing feature of the past week. London does not seem to be particularly anxious for American securities, either Canadian or United States, and the ruling prices of the latter have been weak. The Bank of England rate still

remains unchanged at 3 per cent, but discount rates are steadily creeping up toward the bank rates on account of gold demands from different quarters.

The New York Market.

As our market critic puts it: This market seems to be being put up by main strength of bull forces. To those of us who have for some months been led to stop and consider the net result of increasing bank loans and decreasing cash reserves, of threatened crops and the prospects of large demand for money to move them, of the agitation against capital as represented by the railway interests and the evident danger of interference from political causes in the form of rate regulating commissions, the present strong market gives every evidence of being to stop and consider the net result of increasing bank loans and decreasing cash reserves, of threatened crops and the prospects of large demand for money to move them, of the agitation against capital as represented by the railway interests and the evident danger of interference from political causes in the form of rate regulating commissions, the present strong market gives every evidence of being to stop and consider the net result of increasing bank loans and decreasing cash reserves, of threatened crops and the prospects of large demand 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