

The St. John Standard

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ST. JOHN, N. B., THURSDAY, JUNE 10, 1915.

"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 WAR SITUATION

The statement by Premier Asquith in the House of Commons yesterday to the effect that since the outbreak of war the Empire has suffered the loss of a quarter of a million of men in killed, wounded, prisoners and missing, coupled with the report that the fighting has not been productive of decisive results, furnishes additional evidence of the magnitude of the struggle in which the Empire is engaged, and helps to dispel the impression that the conflict will be speedily brought to a conclusion.

Three months ago the idea that Germany was practically beaten and the end of the war was in sight was quite generally held. Since that time, however, events seem to have taken a different trend. In France and Flanders the German troops are still occupying practically the same ground they held three months ago. They have also made several vigorous offensive movements against the British and French lines, movements which were not checked without very heavy loss of life. On the eastern front they have undertaken and carried out what appears to be a successful offensive against the Russians, attended by heavy losses on both sides.

Although the Allies are making progress in the Dardanelles, the work there is not yet done. Strong positions remain to be taken and the Turkish forces, with German and Austrian assistance, are still putting up a desperate fight. Italy has clashed with Austrian troops, but the pressure even there is not yet sufficiently heavy to exert a very pronounced influence upon the enemy's operations elsewhere.

There is in the war news no material to provide excuse for pessimism or doubt, but on the other hand undue optimism is not advisable. The Empire will win and the cause of right triumph, of that there is no room for doubt, but it is folly to think that the victory has been won or the task completed. Men and munitions of war are today as greatly needed as at any time since Germany hurled defiance at the world and they must be forthcoming. Canada, in common with other portions of the Empire, will be called upon to make additional sacrifices, send more men to the front. The response has been generous in the past, but still there are in this province, pursuing their ordinary vocations, many young men who should be wearing the King's uniform. They have not realized the necessity for service but that realization should now come home to them with the knowledge that in the words of the Bishop of Pretoria, quoted in Mr. McKay's letter to The Standard this morning, the Empire is "in a perfectly real sense up against the Devil incarnate. Mere abuse won't tame this devil or drive him out, but a nation serving will."

WILLIAM JENNINGS BRYAN.

It is now abundantly evident that William Jennings Bryan, Secretary of State in the Wilson cabinet, resigned his position, which is second only to that of the President, because, in justice to his pacifist principles, he felt he could not sign the American reply to the German note regarding submarine warfare, the rights of neutrals, and, incidentally, the Lusitania disaster.

President Wilson will undoubtedly be able to safely and sanely guide the great nation over whose administration he presides, even though Mr. Bryan is not at his right hand, but the fact remains that in the retirement of the Secretary of State there passes from the United States cabinet one of its greatest intellects and most remarkable personalities. Always a pacifist, carrying his views on that line to a point where, more than once, he was subjected to severe criticism, there are few men in the public life of the American nation who have more consistently adhered to their principles, or more determinedly maintained their views. Three times a defeated candidate for the presidency of the United States Mr. Bryan had, probably, a larger personal following than any other Democratic leader. For many years he has been a dominant factor in framing the policies of that party, and it is generally admitted that it was his influence, and his alone, that

in 1912 induced the National Democratic convention to make Woodrow Wilson its leader and nominee.

Mr. Bryan first broke into fame in 1896 when, as a delegate from Nebraska and, incidentally a correspondent for the Omaha World-Herald, of which he was the editor, he attended the National Democratic convention in Chicago. The gold or silver question was then agitating the public mind, and it is said that Mr. Bryan was the author of the famous "Free Silver" plank in the Democratic platform of that year. Before the memorable Chicago convention he had attained some reputation as a state leader but had never been regarded as a presidential possibility. At the convention, however, he electrified his hearers with his free silver speech, the peroration of which has been freely quoted as one of the gems of American oratory. In declining against the gold standard policy he made use of these words: "You shall not press down upon the brow of labor this crown of thorns; you shall not crucify mankind upon a cross of gold." By these words he won the presidential nomination, and was again the candidate of his party in 1900 and 1908. Although defeated on all occasions and even derisively referred to as the "ever, ever candidate," it is a fact that in his elections he polled very heavy votes. It is stated that his lowest vote was larger than that polled by Mr. Wilson in 1912, and also larger than the vote given to any candidate prior to 1896, when Mr. Bryan entered the presidential arena.

Of Mr. Bryan's personal magnetism there never was a question. While he undoubtedly lost prestige during his occupancy of the office of Secretary of State, he never lost his compelling appeal. In any gathering, whether on the political platform, the Chautauqua circuit, or as an after dinner speaker he was always the centre of attraction and never failed to win his audience. It has been written of him, that if he could have coined applause into votes he would have never had a rival in any contest for public office.

As Secretary of State it is said that Mr. Bryan did not measure up to previous holders of the office. On two occasions when the United States was confronted by national crises he was unreachable, being absent from Washington on a lecturing tour, under Chautauqua auspices, and for which he received money. In legal attainment he was not regarded as the equal of John Hay or Philander Knox, former holders of the Secretaryship but, at the same time, he owned qualities possessed by neither of them and even today is probably the greatest orator in the United States.

Mr. Bryan's retirement is not expected to exercise any influence on the policy of the United States government. President Wilson has made up his mind as to the course he will pursue, and his prompt acceptance of Mr. Bryan's resignation may be taken as indication of his determination not to turn aside from the path he has chosen.

THE TIMES EXPLAINS.

The Times now declares that it does not advocate a coalition government for Canada. The Standard accepts the statement. Now when the Times apologizes to Col. James L. McAvity, Major Malcolm McAvity, Major A. E. G. MacKenzie, and other Liberal officers of the 26th, whose appointments it insinuated had been the result of "pull" rather than merit; and to Mr. H. Horton, Mr. John Russell, Jr., Mr. George McAvity and other Liberals whose firms have received war contracts, which contracts, the Times intimated had been improperly awarded, the public will come to the correct conclusion that when the editor of the Times penned his editorial on "A Crisis in Canada" he did not know what he was talking about.

St. John and Transportation

(Frederick Glenner.)

The St. John Telegraph has suddenly discovered that the Valley Railway is a matter of "immense importance, locally and nationally." The majority of people in this province have been aware of this fact for a long, long time, and it has been a source of wonderment to them why the Telegraph

and its political friends have, ever since the road's inception, lost no opportunity of putting obstacles in the way of its early completion. Ever since the day when plans for its construction were propounded in the Legislature, the Telegraph has had nothing but condemnation for the whole scheme. It encouraged its friends, Messrs. Pugsley and Carvell, to put every hindrance possible in the way of getting assistance for the road from the Laurier Government, and applauded that government because it refused such assistance. Even now the Telegraph cannot resist some slightly reference to the road, for it describes that part of it already in operation as "unfit for traffic," when some of the most competent railway experts in the country have pronounced it to be one of the best constructed pieces of road in the whole of Canada. Now it wants the whole of that road completed and put in operation at once, tomorrow, if possible.

The Telegraph wants to know why the Transcontinental is not running to St. John. It should seek this information from its own political friends. The Telegraph can find out from Hazzard that every Conservative member of Parliament from New Brunswick fought tooth and nail to have the road built to St. John instead of to Moncton, and on the other hand every Liberal member just as stoutly opposed that desire. "As for the Transcontinental," says the Telegraph, "elevators, passenger cars and other facilities are still in the distant future." Whose fault is this? Did not Mr. Pugsley, then Minister of Public Works, in 1908, say that in two years St. John should be ready for the Transcontinental traffic? Yet when he went out of office more than three years later, he had not lifted a finger to carry out the work which he had previously promised the people of St. John should be completed. Mr. Pugsley, as is his wont, talked a lot, promised a lot and made the usual splutter about setting plans, and so forth, but no practical commencement of the work was made until after Mr. Hazen came into office, and instead of talking he commenced to do something. If Mr. Pugsley had had any influence at all with his colleagues in the Laurier cabinet, he might have got some of the work under way at any rate.

Then again, as regards the harbor extension and the Norton-Griffiths contract, a couple of years or so ago the manner in which that company was carrying on the work was eminently satisfactory to the Telegraph; but now that erratic journal has changed its tune and declares that not half as much work as should have been done has been done, and it seeks to place the blame for the delay on the present government. The Telegraph is doubtless reminded of the delay which took place in the construction of the Transcontinental under the Laurier regime, when nothing whatever was done to hurry matters on, even when attention was called to the fact of the delay. There has been, it is true, dilatoriness in carrying on the work under the Norton-Griffiths contract, and because of this condition of affairs the contract has been cancelled and other arrangements are being made under which the work can be more satisfactorily and speedily completed. This, of course, as the Telegraph well knows, is in striking contrast to the methods adopted by the Liberal party when in power, who went to work on the principle that "any old time" would do to provide for the public interests, as witness Mr. Pugsley's do-nothing policy pursued between 1908 and 1911.

One of the Telegraph's great failings is that it pays so little regard to facts—just about as much indeed as the German Emperor pays to treaties he has made—and the facts in connection with the Valley and Transcontinental railways and the St. John harbor extension works are decidedly against that journal. There has been a concerted endeavor between the Border government and the Provincial government to provide these much-needed public facilities with the least delay possible, and every effort that they have put forth to this end has met with opposition from the Telegraph and its friends, who, for political and party reasons, have sought to balk the work in every way they could think of. Yet in the face of this attitude the Telegraph now turns round and wants to know why the work is not completed. St. John and other parts of the province are suffering for the ships committed by the Liberal party, whom the Telegraph endorses and applauds. But for that party, the Transcontinental would now be running from Grand Falls to St. John, and the province would have been saved the enormous guarantees it has had to undertake. But for Mr. Pugsley's want of influence with his colleagues, work might have been begun on the St. John harbor work long before it was; but for the obstacles that Mr. Pugsley, Mr. Carvell and the Telegraph put in the way of Dominion assistance, the Valley Railway might have been begun many months before it was, and finished by now.

No serious attempt was ever made to develop St. John until Mr. Hazen became one of its members, and since then he has pushed matters as much as possible. The recent cancellation of the Norton-Griffiths contract because work was not proceeding fast enough is pretty satisfactory evidence that he is in earnest in the matter.

DODD'S KIDNEY PILLS

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Little Benny's Note Book.

By LEE PAPE

Pop was smoking and thinking in the sitting room last night, and I was laying awn the floor drawing awn a piece of paper, wick after I got throo I took it ovr to pop, sayin' Pop can you gess wat this is, I bet you cant.

Leah have a look, sed pop. And he took the piece of paper, sayin', At first I shoed say its an impression of nothing at awl as seen by 3 krazy men.

No sir, I sed, and anyhow, yure holdin' it upside down. So I am, sed pop, And he held it rita, saying, Ah, thats better, well, at 22nd glants I shoed call it an impression of 3 krazy men as seen by nothing at awl.

No sir, gress agen, I told you I bet you coodent gess, I sed. Now yure appealin' to my spoorin' blood, jest wate a minist, sed pop, it cant be London bridge in a dente fog, can it.

No sir, I sed. I hawt not, sed pop, then it must be a cross eekahn of a landslide. No, nothing like that, I sed.

I no, its a fancifull picture of the grasshoppers ball, sed pop. No sir, I sed, I told you you coodent.

I havent given it up yet, sed pop, can it pogerly be the amalgamated dreems of three rarebit fiends.

No sir, I sed, and pop sed, Then wat in the naim of Gertrude Stein is it. Its a battli awn a hill, I sed.

O I see, sed pop, you cant make out the soldiers bekause of the smook, is that it.

No sir, I sed, you cant make out the soldiers bekause I droo the hole picture with my eyes shut.

Wattir wattir, sed pop. And he slid down in his chare as if he had fainted, and I went back and layed awn the floor agen and did my hoam-work.

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June 9, 1915.