

THE EVENING TIMES AND STAR, ST. JOHN, N. B., FRIDAY, JULY 19, 1912

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BORDEN IN LONDON

The articles which the English Tory newspapers have been publishing about Mr. Borden are of a sort to excite ridicule on the part of Canadians who know Mr. Borden and the elements which he represents. By the more ardent of the Tory journals the Canadian premier is placed in language which should only be made applicable to one who had rendered the most signal service to the Empire. The London Daily Mail unflinchingly asserts that Canada stood at the parting of the ways, one of which led to Washington and the other to London, in September last, and that Mr. Borden saved Canada for the Empire. About the time that he arrived one paper declared that he was going with an offer of three dreadsnaughts, while another was content to say that he would at least offer two.

It was to be expected that the premier of Canada would receive a cordial welcome from all parties in England, because of his official position; and as a matter of fact the Canadian ministers have received a most cordial welcome from British Liberals; but the British Unionists have a little plan of their own. They wish to exploit Mr. Borden for their own purposes. The Daily News states the case very clearly in the following paragraph:

"Whatever issues from the deliberations between the Canadian and the Imperial ministers, two words of warning should be uttered. A section of the English press and a section of the Unionist party are trying to create an atmosphere of panic, and to bustle the Canadian ministers into accepting the scheme of an Imperial squadron under the pressure of panic. It is perfectly easy to show that the scheme is baseless, and the naval situation much easier since the German rate of construction has dropped by nearly fifty per cent. Colonial opinion may be ill-informed as to these matters and be deceived momentarily, but the facts must in the end come out, and should the Dominion discover that they have been deceived, a pretty heavy blow will be struck at that mutual confidence which is the surest basis of Imperial co-operation. The Empire cannot be disappointed by sharp practice. The soldiers together by sharp practice. The second is that it is not statesmanship for us to force our notion, if it be our notion, of naval policy upon the reluctant dominions, still less is it statesmanship to impose upon them a policy which even the parliament and the people of these islands have not so much as considered. In so delicate an affair hurry and dictation, even though the hurry be colored by panic and the dictation by an affectation of consideration have no place. We must have a secure confidence that the Dominion, at their own time and in their own fashion, will do their duty. But action must march after, not before, opinion."

This statement by the News is a clear indication that the Liberal party in England is not carried away by the effusive mess of the welcome extended by the Tories to Mr. Borden. It also indicates that the Tories are trying to make the condition of affairs with regard to Germany worse than it really is, to improve the Canadian ministers and if possible give a boost to the Tory cause. It will not do for Canadians to accept the voice of Tory extremists as the voice of England.

The people of Canada of course appreciate courtesies extended to their representatives, but it is rather irritating to Liberals who are quite as loyal as Mr. Borden to have statements published in leading journals in London which impugn their loyalty and their devotion to the Empire. It is not, however, irritating but amusing to Canadian Liberals to read the fulsome eulogies of Mr. Borden. He is described as a great imperialist. As a matter of fact Mr. Borden's imperialism must square itself with that of Mr. Henri Bourassa, his Nationalist ally, who is now telling the people of Quebec that annexation is not so greatly to be dreaded after all. Mr. Borden had an opportunity to prove himself a great imperialist. That was when he was invited to associate himself politically with the French Nationalists. If he had refused his present professions of profound regard for imperialism would be received with some degree of credulity. But he did not refuse.

A POLICE MYSTERY

A notorious New York gambler, who had made the charge that he was forced into a partnership with a lieutenant of police, was mysteriously murdered before the charge made could be investigated. Who killed him? Was he charged true, and did the guilty police official put him out of the way? These are questions now agitating the city of New York. The district attorney is evidently convinced that certain police officers could name the murderer or murderers of the gambler Rosen, but there is great difficulty in securing the evidence. The charges against the police were to be investigated, and Rosen was summoned to appear before the grand jury; but on the very night before he was to give his evidence he was murdered. The case is an extraordinary one, and, as the district attorney points out, the reputation of more than ten thousand men, who make up the police force of New York, is involved in this affair. If there are among them men who consort with gamblers, and do not hesitate to commit

murder, citizens might well be filled with alarm, and feel, moreover, that the city had been utterly degraded.

Mr. Bourassa must be consulted before a Canadian naval policy is announced.

The laying of rails has been begun on the Gibson and Minto Railway. This contract is being pushed along with great vigor, and is an example to the builders of the St. John Valley Railway.

Premier Assinibois received a very warm welcome in Dublin. The people of the Irish capital believe that the premier is thoroughly sincere in his determination to secure home rule for Ireland.

The suffragettes in the United Kingdom have become so reckless and foolish that even royalty must be protected from their insults.

The London dock strike is still unsettled. The condition of the families of strikers, which was described as one of intense suffering some time ago, must now be very bad indeed.

An auto bus on the Millidgeville route will be an improvement. If the street railway had been really progressive there would have been a street car line to Millidgeville several years ago.

The Halifax Chronicle says that the writer of the article in Collier's Weekly who knows so little about St. John showed, if possible, even greater ignorance of Halifax. It is up to Collier's to make amends.

A test having been made it is now established that St. John is a good port through which to ship grain in summer as well as in winter. When the other two trans-continental railways reach down to St. John it must become a great summer as well as winter port.

The London Daily News says that Mr. Borden while stating the naval problem has not suggested a solution. As a matter of fact after all their praise of him the Canadian premier must be a considerable disappointment to the British Tories. He is not delivering the goods.

Each week brings fresh reports of important property deals in St. John and its outskirts, and the number of outside investors who are becoming interested in St. John real estate continues to increase. It is recognized that present values are low in comparison with prices asked in western cities which do not have nearly so satisfactory assurances of growth as has the city of St. John.

It is reported that as a result of the activity of board of health inspectors the general condition of the city is much cleaner than formerly. As a matter of fact, however, there are still far too many houses in St. John which are without proper sanitary equipment. A determined war upon owners who refuse to provide such facilities would still further improve the health conditions of the city.

What would have been thought of a man ten years ago who would have predicted that in this year of grace New Brunswick would have natural gas wells opened up, an iron mine in operation, great harbor works in progress at Courtenay Bay, commercial orchards being planted by boards of trade, new industries being established, and other evidences of a province-wide forward movement? Ten years hence, looking back, there will be still greater cause for surprise at the achievements of a decade.

The Democratic party in the United States has never been more enthusiastic in its support of a presidential candidate. While there was a keen struggle at the nomination convention, all sections of the party agree that in Mr. Woodrow Wilson they have a man who represents what is best in the party, and who is moreover a man of great ability and the highest character. He ought to be the next president of the United States.

The Borden balloon, having gone up in London, is beginning to collapse. Today's London cable to the Times tells the story. The truth of the remark of that Australian that Canadians are great talkers, so far as it applies to Canadian Tories, is beginning to impress itself upon the London mind. Sir Wilfrid Laurier produced a naval policy, of which the British admiralty approved. Mr. Borden, the alder, and saviour of the Empire, suspended Sir Wilfrid's policy but offers no alternative.

Sir Donald Mann expects that Canada will have 250,000,000 bushels of wheat this year. The harvesting of such a crop will increase the agitation for reciprocity. It was impossible last year to handle the crop through Canadian channels, and special provision had to be made by the government to relieve the situation and enable shippers to use American ports. The Saskatchewan elections gave a fair indication of the feeling of the people of the west at the present time, and, if this year's crop assumes anything like the proportions expected by Sir Donald Mann, relief which the American market would afford will be greatly needed.

IN LIGHTER VEIN

Tripper (crossing from England to Denmark)—Can you speak their lingo?
Professor—Yes, it's not very unlike English, you know. The Dunes left their mark behind them when they invaded England.
Tripper—The Dunes invaded England? What infernal cheek!—Punch.

HE DIDN'T LIKE EITHER.
"John, we must go back home, instantly."
"There you go. Can't we start for a couple of days in the country without you worrying?"
"But we have come off and left the cat and the parrot with nothing to eat."
"Don't let that bother you. Maybe the cat will eat the parrot."—Louisville Courier-Journal.

CAMARADERIE.
Mayor Goetz, of South Bend, was discussing the sudden political camaraderie of two erstwhile hostile camps.

"There is something weird about it," he said, "something ghastly and unreal." In fact, it reminds me of the insane asylum inmates.
"What brings you here?" an old inmate asked of a newcomer one morning at breakfast.

"What," was the reply, "I take this?"
"Why, so do I," cried the other lunatic, delightedly. "Come on out and we'll have one together."
"And this strange weird camaraderie the two men hurried forth into the garden."—New York Tribune.

A WARNING.
Miss Amy Action, a prominent lawyer, of Boston, said recently at a fashionable club luncheon, that the divorce ring which western women have inaugurated is vulgar.

"It is vulgar," she said, "because it is an advertisement of the fact that the wearer is a divorced woman."
Sipping her black demi-tasse, Miss Action added reflectively:
"I may be wrong, though, in condemning the divorce ring—it perhaps serves some very good purpose. The number of our divorces is really becoming alarming. We seem to be approaching that state which prevailed in old Roman times, when divorce was so frequent that on the tomb of an undivorced woman was inscribed: 'Here lies a good wife who had but one husband.'"

HAD HEARD OF HIM.
It was at a White House reception. A charming girl of eighteen, the daughter of a western business man, and quite a society queen in her own city, had been brought to Washington by her father, and at one of the White House receptions was presented to the president.

As her small hand disappeared within the hearty grasp of the president, the maiden looked up at him and, smiling sweetly, said: "I'm awfully glad to meet you, Mr. Taft; I've often heard father speak of you."

NO ROOM FOR MEFISTO.
Lewis Morrison was playing "Faust" down in Missouri or in that vicinity. In the act where Morrison as Mephisto goes down a trapdoor, presumably to the regions, the trap failed to work properly, and he could not go all the way, or, at least, was delayed. He had disappeared all but the appendage supposed to be a horn on the top of his head, when during the brief delay, while the audience was silent and expectant, but observant of the "flick," a gallery girl shouted "H—!"

And, turning over, Mr. Morrison said the house collapsed, and it was half an hour before the audience could be quieted sufficiently for the play to continue. Every time it would titter or laugh, and the whole audience was again in an uproar.

GETTING OVER A DIFFICULTY.
After every known method of smoke stack scaling had failed, Thomas Fitzpatrick, a stoic climber, succeeded in fastening a line to the top of a mill smoke stack at Webster by means of a one-cent kite, and climbing the 147 feet to his work. The work was to place tips on the lightning rods. There is no ladder either inside or outside the stack and the building of a staging to the top would have been too expensive for the job. Efforts to send up, inside the chimney, balloons and a dove with a line attached and to shoot a line over the top of the stack all failed. Finally Fitzpatrick sent his kite up over the chimney with packing string attached to the twine, small rope to the packing string, and to the half-inch rope, which he wished to climb. After the half-inch rope was in place over the chimney, Fitzpatrick released his line, allowing the kite to drop to the ground with the rope over the stack. It was a simple matter to make it fast and climb to his work.

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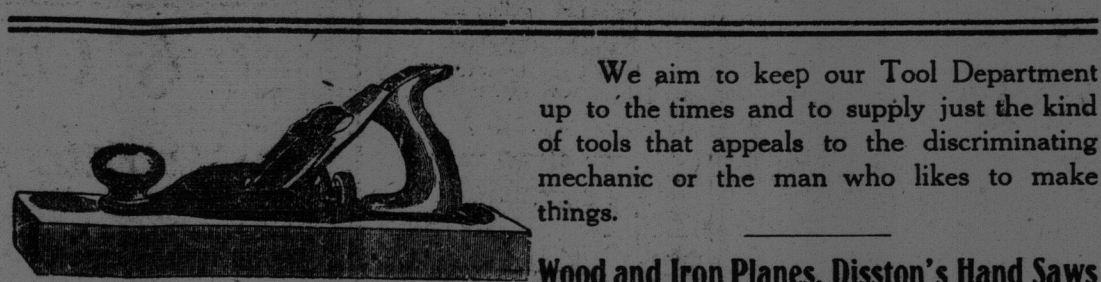
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ANOTHER GERMAN INVASION.
One can never resist a good schoolboy "howler" here is the latest.
The teacher had been giving a lesson on elementary hygiene, explaining about cleanliness and germs, and so on, and the scholars were asked to write an essay on the subject.
Said one youth: "Dust is a thing that should always be carefully got rid of; it is nearly always contains germs, which do a lot of harm."—Pearson's.

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FEW TRAMPS KILLED
ON RAILROAD TRACKS

Frank W. Whiting Gives Figures Showing Hebe Mortality Is Not Great

That more than half of the very large number of persons killed on railroads in this country during the fiscal year ended June 30, 1911, were trespassers, and that of these trespassers a large proportion were men of regular employment is the burden of a little essay prepared on this subject by Frank W. Whiting, general claims attorney for the New York Central lines.

Of the 10,396 persons killed instantly or who died within 24 hours after an accident, 5,284 have been designated by the Interstate Commerce commission's report as trespassers. Of this number 4,123 were struck by engines or cars, showing that they were walking or standing on the tracks. Of those killed in getting on or off cars or engines, there were 620; those killed while on trains numbered 1,043, and 110 died from other causes.

Many of these persons so coming to their deaths were of the very large number who use the tracks of railways as a thoroughfare between streets or highways in going to and coming from their places of employment. Out of 1,000 persons killed while trespassing on railroads, a large number were women. Widows or children were left by 273 of them, 33 were widowers and 370 were single. Moreover 369 were living with their families or parents and 330 could not be classified in this respect.

lawful trespassing. A law of congress prohibiting trespassing on interstate railway might help, he thinks, but he inclines to the belief that only stringent measures taken by local authorities against trespassing will solve the problem.

A HOTEL MAN'S EXTRAS

At last an explanation is at hand for the hauteur and diamonds of hotel clerks and managers. We have often wondered at the look of scorn their faces wore—prouder than cashiers on Saturday afternoon. They seemed above such trifles as salaries—and they are.

One fairly active representative of this class, who happened to be the central figure in a court case through which his revenues were brought to light recently, had a list of dividend payers that showed the shining hours had not been neglected by him. The score is taken from his wife's suit for separation brought against Max L. Thompson, an assistant manager of the Hotel Plaza, New York. It follows:—
—From the Hotel Plaza, yearly, \$1,800.
2.—From a certain wine house (for "boosting") 600
3.—From four European hotels (also for "boosting") 2,400
4.—From German steamship lines (more "boosting") 1,200
This list totals \$6,000 and it does not include the avenues open to all enterprising young hotel men, such as remembrances, by wealthy guests pleased at the treatment shown them tips from automobile men, jewelers, tailors and others, whose profit depends upon the number of patrons sent them by the hotels.

Then, too, it must be borne in mind that the members of the staff of a hotel get their food and often their rooms free of charge, so, one thing taken with another, a hotel man's life is quite a profitable one.

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