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THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES

New Brunswick's Independent newspapers.

These newspapers advocate:
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion
No graft!
No deals!

"The Thistle, Shamrock, Rose entwine, The Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., AUGUST 31, 1910.

A MANITOBA MIRACLE

Manitoba is a province of political miracles. Thanks to the Liberal party of that province one of these has now been explained, and it has to do with the continued existence of the Roblin government. That government, it is now shown by a careful analysis of the voting figures, has contrived to exist throughout four elections, and to maintain a strong working majority in the legislature, although it never in all that period has secured 51 per cent of the total popular vote polled.

Once upon a time an American president was elected, or declared elected, in spite of the fact that his opponent had received a majority of the popular vote. This was regarded universally as a most extraordinary occurrence. But, turning to Manitoba, the first success of the Roblin government was recorded in spite of the fact that the vote cast for Roblin candidates was not only less than that polled by all other elements combined, but actually less than the vote of the Liberal party alone. That is to say, in 1899 the Roblin government's percentage of the total vote was only 49.21, while the Liberal percentage was 49.51. Once in power Mr. Roblin and his lieutenants prepared and passed a redistribution bill by which the voting power of the Conservatives was greatly increased, and that of the Liberal electorate greatly decreased.

When the next election came along the Conservatives were returned to power, having polled 50.59 of the votes recorded, while they held no less than 31 out of 40 seats in the legislature, or 78 per cent. The Liberals in that contest had many three-cornered fights, and the independent vote, amounting to 4.83 of the total, was mostly taken from Liberal candidates.

The next election was in 1907, and then again the Conservatives won more than twice as many seats as their opponents; yet their percentage of the total vote polled was only 50.55. Almost the same thing happened in the last election, only a few weeks ago, when the Conservatives elected 28 members as compared with 13 Liberals, although the total Conservative vote was but 50.77.

Thanks to the Roblin methods, it requires now in Manitoba 2,748 votes to elect a Liberal, while a Conservative may be elected by 1,364.

It is the custom in many parts of Canada, probably, to regard Manitoba, in provincial elections, as very strongly Conservative, and a glance at the standing of the parties in the legislature would of course confirm that judgment; but, as a matter of fact, the province is very evenly divided, so evenly that any advantage the government may exercise in its own behalf is sufficient to give it a slight margin over the opposition. The Roblin government has been a well organized and unscrupulous machine, and as a rule the opposition for some years has been none too well organized, and not too well led; yet in spite of these conditions a change of less than one-half of one per cent of the vote would give Manitoba a Liberal regime.

When the federal elections come—and perhaps we are within a year of that time now—the result in Manitoba is likely to be very different from that recorded in the recent provincial campaign. The Liberals of Manitoba, in having made a careful analysis of the election figures, covering the period since 1898, have done good service to the Liberal party of the Dominion generally. The Western tour of Sir Wilfrid Laurier has tended to put all Western Liberals in fighting trim, and the figures just quoted show how simple a matter it may be to sweep Mr. Roblin out of power when the time comes.

A REAL BOURBON

The London Morning Post has been giving some attention to the tariff policy of the Canadian government as expounded by Sir Wilfrid Laurier during his western tour. The Morning Post has had in this matter the assistance of a correspondent in Canada who regards the Liberal party as composed of traitors and worse, of whom he thinks Sir Wilfrid is the chief. The Post publishes, for example, a letter from a correspondent who makes the assertion that the low tariff sentiment in Canada is nothing short of "a plot to Americanize the Dominion"; and he adds:

"To encourage this Yankee-Canadian political plot is to aid rebellion against the Canadian government and ultimately the throne."

This is bad enough, surely, but the Morning Post itself goes still farther, when it says:

"In a rough, but perhaps, a more sensible age, a Bill of Attainder would have rewarded the promoters of this party plot, designed, however, ineffectually, to strike at the integrity of the British Dominions and at the advantage gained by the workers in this country from the Canadian preference."

The newspapers of Great Britain are not to be judged by the Morning Post; yet it is at once discouraging and disturbing to find, in a newspaper of the Post's reputation, a statement of this character solemnly put forward for consideration by the British public.

Sir Wilfrid Laurier has asserted on many occasions, and recently too, that the British preference is the basis of his tariff policy, and will remain so, whatever may be the result of subsequent negotiations with the United States in regard to better tariff arrangements with that country.

The Post's real trouble appears to be due to an excess of irritation over its discovery that Canada is not demanding a higher tariff, but a lower one, and that Canada's desire and Canada's action in these matters cannot be employed to bolster up the tariff reform movement in Great Britain. It is a very reactionary newspaper in these days which accuses any section of the Canadian people of an open or a covert leaning toward annexation. If the Post's editorial writers were really familiar with conditions and sentiment in this country, their knowledge would save them from such absurdities as those to which reference has been made.

THE WOMAN WITH THE SERPENT'S TONGUE

Even in St. John there is occasional cause to rebuke spiteful women who attempt in one way or another to injure other persons in order to satisfy jealousy or envy, or some other passion. Occasionally it is possible to follow up such offenders and deal out punishment fitting the offence. The Montreal Witness tells of such an instance, an uncommonly interesting one. The trial of Mrs. Tugwell at Guildford assizes, for criminal libel, says the Witness, has ended in her being sentenced to a year's imprisonment. Mrs. Tugwell was an anonymous post-card fiend, and for a long time she was to Sutton, where she lived, what the Lord Chief Justice of England described as an absolue plague. "Among her other exploits was that of accusing a high dignitary of the Roman Catholic Church of gross immoralities, including drunkenness, for which there was not the slightest justification. When suspicion pointed to Mrs. Tugwell she sought to avert it by sending indecent and libellous postcards to herself, and she was instrumental in having an innocent servant girl, who was acquitted both times, twice prosecuted for the offence. Mrs. Tugwell is the wife of a highly-respectable public official, and her guilt was discovered beyond a doubt by the use of chemically-treated postage stamps, which the post office people, by the instructions of the police, only sold to her. Her guilt was made doubly free from doubt by finding in her desk incriminating blotting paper, with the disguised handwriting of the post cards upon it; but until the last, when she was on her way out of court to serve her sentence in prison, Mrs. Tugwell brazenly proclaimed her innocence. The punishment cannot be called undue, as the crime is one of the greatest danger and of unfathomable baseness. Some one suggests that it is prompted by abnormal vanity, the gratification of a sense that the writers—little worms as they really are—can in some degree interfere with the concerns and the comfort of people of position. The worst form of this terror is the slanderous postcard, for whereas an anonymous letter may be destroyed with no other thought about it but contempt or pity for the writer, a postcard of a similar character, especially in a fixed community, where everybody knows everybody else, is 'a poisoned cup to which a dozen people may put their lips.'"

A TARIFF REVOLUTION

Both in Canada and in the United States the tariff looms up as again likely to assume its old place as the leading issue in politics.

Mr. Taft, who only a few weeks ago defended the Payne-Aldrich tariff as the best law of the sort the United States had ever enjoyed, has been driven by public opinion into an announcement that he will advocate another revision of the schedules. This a noteworthy right-about-face, and is a somewhat startling admission of the proportions attained by the insurgent movement which is today threatening the very existence of the Republican party in the United States. State after state in the West has revolted against the Republican machine and its stand-pat policies, and has elected to office men whom Mr. Taft and his leading lieutenants were reading out of the party only a few weeks ago.

It was the idea of men like Aldrich and Payne and Cannon, that insurgent leaders like Dolliver, and Cummins, and La Follette, would come into camp and surrender once it was made clear to them that the party machine had definitely decided to set its face against a downward revision of the tariff. That idea has been very thoroughly exploded within the last few months. To begin with, there was a Republican upset in Missouri, followed by another in Massachusetts, and a third in New York state. In all of these instances the machine Republican candidate was defeated, either by a Democrat or by a Republican who advocated real tariff revision. More recently Kansas, Iowa, Nebraska and California have shown strong evidences of insurgency, and it is thought highly probable that Wisconsin will be placed in the insurgent column in the near future.

More significant still is the promised, or threatened, course of Mr. Theodore Roosevelt, lion hunter and self-constituted adviser of the world at large. Because of recent utterances he is today regarded as committed to the insurgent policies, and if this forecast be correct and he shall align himself with the foes of the administration in the coming civil war, it would seem highly probable that the reactionary Republicanism will be badly shattered before the forces line up for the great national contest of 1912.

It is freely predicted today that Mr. Taft will not again be a candidate for the presidency, and that Mr. Roosevelt will. Behind such predictions is the opinion that the Republican party cannot face another national battle unless its lines have been very materially reconstituted and its policies leavened by extensive recognition of the progressive ideas recently developed in American politics.

Mr. Taft has frequently said that the Republican party carried out its pledge of a downward revision when it gave the people the Payne-Aldrich tariff. This assertion by the president has been very widely and very forcibly repudiated by a great mass of the American electorate. There may be expected in the near future in the United States, therefore, a conflict of ideas over the tariff which will be likely to result in extensive modification of one or both of the old political parties. The Democrats today have a great issue ready-made for them, and an opportunity more inviting than any that has been theirs since the time of Cleveland's first campaign; but they seem unable to take advantage of this situation, both because they are to some extent divided among themselves, and because they lack at present any national leader whose personality is sufficiently dominating to seize the imagination of a fair proportion of the people in the east, and the west, and the south.

The tariff battle that will go on in the United States for some time to come should be a most instructive one for Canadians. Thanks to a Liberal government in this country, Canada has been saved from the extreme protection which has been applied by the Republican party in the United States, and which has led to the present political revolt there. In Canada during the last year or two, and particularly during the last few months, there has been seen a clearly defined popular feeling in favor of a reduced rather than a higher tariff. This is especially true, perhaps, of the West, but it has been noticeable in the East also, and there has been in several of Sir Wilfrid Laurier's speeches during his present tour a clear recognition of this popular feeling, which is in direct agreement with the Prime Minister's own tariff views.

Protection in Canada, meaning thereby the "adequate" protection sometimes advocated by Mr. Borden, and that other protection, "as high as Haman's gallows," occasionally advocated by some of his more outspoken lieutenants, has received a distinct setback in Canada of late. Weatherwise politicians will do well to take note of these conditions.

THE LESSON FROM GERMANY

Those politicians who have been urging Great Britain to take a leaf out of Germany's book in tariff matters are having some difficulty in persuading the people of the United Kingdom that their advice is good. Even after examining much of the evidence relating to German conditions, Great Britain is not quite ready to throw free trade overboard. Many public men and journalists who have gone from Great Britain to Germany to study the situation on the spot are thoroughly convinced that the land of the Kaiser is far from being a paradise, either industrially or from the standpoint of tariff or government. A writer in the Nineteenth Century, who was recently in Germany and who gave close attention to conditions there, contends that the Germans are dissatisfied with their "scientific tariff." He writes:

"The revelation of the unexpected extent of the German revolt against protection and its burdens was the most important and remarkable feature of a tour which I recently made in Germany, for the purpose of inquiring into its economic and social condition. At present it is generally anticipated there that no government or party manoeuvres, no beating of the patriotic drum or rattle of the War Lord's sabre, can prevent the next election being fought on the merits and demerits of the 'scientific tariff' under which Germany now groans, and the character of that which the next Reichstag will have to prepare."

He goes no to say that Germany's protectionist system has bred 385 trusts, including coal, metal and textile industries, and has sharply increased the cost of living. He finds a well defined and extensive struggle between the landed interests and the great manufacturers whose support Bismarck had when he introduced protection thirty years ago. The Hanse League, the writer says, the object of which is the defence of trade, commerce and industry, is "not merely a defence of national interests but an irrepressible outburst of middle class indignation at the intolerable arrogance of the aristocratic agrarian caste in Prussia."

This writer says that the real cause of Germany's progress is not protection. In fact there is no one cause, but there are several causes. One of these was the establishment of free trade within the German borders, as in the United States. Beyond that he says the secret of German success lies in hard work, the constant and methodic application of science to industry, and traditional thrift. German workmen have fewer holidays than those in England, and have to work harder. In technical education Germany leads the world, and her schools and universities graduate large numbers of trained young men whose services are obtained by manufacturers at little cost. He says further:

"A point that seems to have escaped the envious admirers of Germany is the extent to which the advantages upon which they lay such exaggerated stress are due to 'municipal and state Socialism.' This oversight is all the more strange in view of the fact that most of them profess to be inexorably opposed to Socialism, and are apt to brand as socialistic precisely such measures as sick insurance, insurance against unemployment, relief works, municipal and state housing, etc., which mitigate the hardships of the German working classes, and help to compensate them for the absence of numerous advantages enjoyed by the same classes in England."

Many visitors to Germany are impressed by the fine appearance of German cities, and the apparent absence of want among the people. The writer in the Nineteenth Century says that whatever distress there is in Germany is not allowed to show on the surface. The police do not permit poverty and beggardom to parade in the streets. Many of the huge barrack-like buildings in which so many German workers are housed, "look well from the street, but are far more crowded, stuffy, and unhealthy than the dingy, ugly slums in London." In fact, he says, British visitors to Germany are too often deceived by appearances, and have been wholly wrong in ascribing such prosperity as there is, to protection; he thinks it is really due—what little there is—to some forms of state aid, to education, to economy, and to hard grinding work.

H. M. S. LION

His Majesty's Ship Lion, the new Dreadnought cruiser just added to the Royal navy, is regarded as the most powerful ship of her type yet afloat. It is also the longest ship in the British navy. The Lion was launched at Devonport a few days ago, and another vessel of exactly the same strength is about being completed at Barrow. Up to this time the Indefatigable was the most powerful Dreadnought cruiser afloat, and, considering both speed and armament, was thought to be almost the last word in the matter of concentrated sea power. Some of the figures now published, however, show that the Lion is a tremendous advance over the Indefatigable. Here are come comparisons:

	Indefatigable.	Lion.
Length	596 ft.	700 ft.
Beam..	80 ft.	88 1-2 ft.
I. H. P...	43,000	70,000
Speed..	27	30
Displacement	18,750	20,000

The Lion is in many ways a marvel. For example, it will be able to outfoot the great passenger Cunarders, Mauretania and Lusitania, which steam twenty-five knots an hour, in spite of its tremendous weight and beam, and its gun power is greater than that of any previous vessel even of the Dreadnought class.

There will be few vessels afloat in the near future which the Lion cannot overtake on the ocean, and probably none that she could not pound into submission at long range before the enemy's guns would reach. True, the Lion will be like her predecessors a vessel of comparatively brief usefulness, for in these days of rapid improvement in naval vessels even such a superb monster as this one may be regarded as obsolete ten years hence. Great Britain pays an enormous price for preeminence in sea power, but she has a way of securing good results for the money expended. Her designers and shipbuilders, and the men who plan her naval programme, keep her far in advance of her competitors.

THE EXHIBITION

Preparations for the Dominion exhibition have gone forward most satisfactorily, and St. John people and those of the Maritime Provinces generally are now looking forward with confidence to the holding of a highly attractive and successful show during the early days of September. All the evidence now at hand indicates a record-breaking attendance, and a record-breaking opportunity for bringing to the attention of many thousands of people the attractions of St. John as a place of residence and of business.

It is highly probable that more visitors will come to St. John at the time of the exhibition than at any previous time in the city's history. These visitors will find that St. John is going ahead, and that in regard to many lines of progress there is much reason to believe progress in the near future will be a great deal more rapid than it has been during even the last few years. This is an important feature of our case, because capitalists and business men generally, in selecting a city in which to locate, are naturally desirous of finding one where there is good reason to suppose that growth is certain and values are going up.

THE ROADS OF NEW BRUNSWICK

The following letter, regarding the condition of the roads, speaks for itself:

"To the Editor of The Telegraph:

"Sir: In a recent editorial you refer to Dr. Murray's statement that the roads are in 'fine condition.' If the doctor would go over some of the roads in the place where he formerly practiced, he could not possibly say it. The road from Round Hill, leading back for about four miles, has not had $50 spent on it in twenty years. A farmer taking a load of produce to market, eggs, etc., must go over it at a very slow walk. The same may be said of the road leading to Hampstead. The traffic on these roads is, perhaps, ten times as much as on the River road between Hampstead and Round Hill; hence the necessity for better roads.

"The money spent on the roads has been simply repairing—no idea of permanency in the work. The time must come when the system will be changed, but the only way to have this done is to have the highways placed in the hands of a non-political commission, the same as is recommended by you for agriculture.

"Yours truly,
"W. TEED INCH,

"New Jerusalem, Queens County, Aug. 26."

In the year 1909 the State of Maine spent $278,000 on state roads, $115,000 of which was repaid to the various towns by the state. A stretch of more than eighty miles of permanent highway was constructed, and the highway commissioner says the day is near when the Maine Legislature will undertake the construction of a system of trunk roads, gridironing the state. One of these trunk lines would run from Kittery, through Portland, Lewiston, Augusta and Waterville to Bangor, a distance of 185 miles.

Maine has taken up this question seriously, and thoughtful men who are dealing with it in that state are dwelling upon the importance of good roads not only as an aid in developing the rural districts, but as a means of increasing agricultural prosperity. Mr. Logan Waller Page, director of public roads in the national department of agriculture, says that the advantages of good roads are felt by every citizen, whether he lives in the city or the country, and by every enterprise whether it be agriculture, manufacturing, or mining. He adds:

"All are more or less dependent on the common highways as an avenue of the commercial transportation, and in proportion as these highways are improved so as to facilitate transportation are they benefited thereby. These benefits have been carefully compared and estimated in dollars and cents, and so enormous have they been thus demonstrated to be that they present a convincing argument to any thinking man of the importance and necessity for road improvement."

In New Brunswick our railway facilities are being greatly increased by the completion of additional local lines, and by the entry into this province of two new transcontinental systems. This perfection of railway transportation will be of immense advantage to the country at large, but before the whole population can hope to feel the effect of such improvements, there must be a very great step forward in bettering the country roads. In 1907 Mr. Hazen and his colleagues assured everyone that, if once the Hazen forces were given power at Fredericton, they would give the province good roads. They have now been in office for some years, and not only have they failed dismally in regard to making good their promises, but actually they have shown no sign of either the ability or the intention to make any real progress in the matter of roads in the near future. Mr. Hazen was to give the people of the various municipalities complete control over road making. He has not done so, and his new Highway Act—weakened as it is by clauses intended to retain political patronage for the government, and by the partizan administration of government officials—is today very generally denounced by New Brunswickers. If New Brunswick is to have much better roads during the next few years, there will have to be a revolution in the roadmaking system now followed in this province. There would appear to be no remedy short of taking the roads absolutely out of politics. This Mr. Hazen is unwilling to do, and for his unwillingness and his absolute failure to develop an effective road policy, he will have to pay dearly when next he confronts the electors.

PAVING AND LITIGATION

There is some talk about town to the effect that the city cannot afford to ascertain just what sort of work it is paying for in Main street, or in Smythe street, or in Water street, because the contractors may bring suit against the citizens on one account or another. The city cannot afford to be bluffed in these matters. In letting contracts for public work the aldermen are bound, in the ordinary course of business, to deal with responsible men and to take measures to see that the taxpayers are given reasonable value for their money. No contractor has any right to object to any act or policy which has the public interest for its basis.

In the days to come St. John will get better value for its money as a result of even the guarded and weak investigation which has recently been conducted. When it is again proposed to lay pavement, the aldermen will insist upon a clear understanding as to exactly what the city is to pay for, and they may even take measures to prevent the contractors from putting down anything other than that which was agreed upon.

The developments of the last few weeks have tended to bring again to public attention civic conditions about which there has been complaint for some years. The civic departments which have most to do with the expenditure of money are loosely organized and poorly directed, and the Common Council has neither the knowledge nor the firm control of these departments that is necessary if good results are to be secured and questionable transactions prevented.

It is useless to expect permanent improvement in these matters unless a proper investigation of the workings of several civic departments is made, not with the idea of defending the present aldermen and officials, but with the idea of exposing the weaknesses which have marked these departments in the past, and particularly during the last year or two.

NOTE AND COMMENT

The Richibucto Review has just celebrated its twenty-first birthday, and is receiving many deserved congratulations from its contemporaries.

* * *

Concerning Mr. Borden's Nova Scotia tour, the Halifax Chronicle says:

"The truth is, as is admitted on all sides, Mr. Borden's tour, in point of attendance and enthusiasm, has been the tamest in public recollection. Even his organs are constrained to confess that the farmers are more concerned about haymaking than the Borden picnics."

* * *

There is a proposal on foot in New York to erect in Bowling Green, a small square on the lower portion of Manhattan Island, a statue to King George III. to replace one that was torn down by the American soldiery during the war of the Revolution. The chances are that if this plan is carried through the statue may be torn down again by nervous and excited elements of the population who do not yet perceive that the great Republic is drifting slowly away from the ideal of Washington, and may even one day change its form of government and become a constitutional monarchy. If New York deems it desirable to erect a statue in honor of any king, it might, perhaps, do better than select George III.

* * *

Truro is a hustling and business-like city well worth seeing. Recently a long stretch of sidewalk was laid in Truro, and it might be well if the St. John aldermen could inspect it. It is much better than any to be seen in this city, and it is highly probable that Truro received more than fifty cents in the dollar in value when the work was done.

* * *

Speaking of President Taft's unfortunate situation today, the New York Journal of Commerce says:

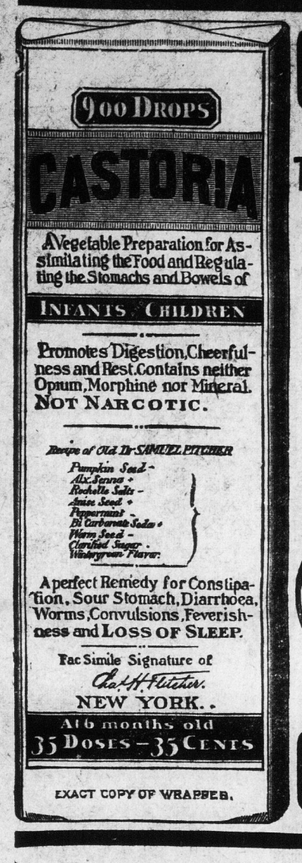
"Progressives usually have to begin as insurgents when there is an established power that refuses to countenance progress. It seems as though the president had an opportunity for progressive leadership from the time he took office and that he failed to grasp it. He might have headed a movement for progress instead of being dragged along with it. The current seems to be under way now and gaining in force, but it is not carrying everything with it yet. Harmonizing it with the backwater or the slack water is a hopeless undertaking. Why not boldly get in front and take the lead, so far as public utterance is called for, and let the deadwood look out for itself? It might not mean immediate success in this state or that, but it would mean progress and ultimate success."

In gathering flowers for the house an excellent plan during the hot weather is to take a jar of water into the garden and as you cut the flowers drop them into it. In this way they will retain their freshness for a longer time.

Old pieces of velveteen are invaluable on cleaning day. They are soft and give an excellent polish to woodwork or glass, while they can be washed over and over again.

Neck chains composed of the large gold or silver beads, hang about many pretty necks and dangle in front to the waist line.

Hot pillows will sometimes serve to cure a nervous headache.



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Bears the Signature of Chas. H. Fletcher.

In Use For Over Thirty Years

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THE CENTAUR COMPANY, NEW YORK CITY.

FAMOUS GEMS OF PROSE

WHAT IS WORSHIP

By Robert G. Ingersoll

To do justice; to defend the right; to be strength for the weak—a shield for the defenceless; to raise the fallen; to keep the peace between neighbors and nations. This is worship.

Work is worship. Labor is the best prayer. To fell the forest, to subdue the earth, to delve in mines for the love of woman. This is worship.

To build a home, to keep a fire on the hearth, to fill with joy the heart of her who rocks the cradle of your child. This is worship.

The poor boy ships before the mast—comes home and puts within his mother's hand a purse snatched from the peril of the sea. This is worship.

The poor widow working night and day keeping the fatherless together—bearing every burden for the love of babes. This is worship.

The sad and weeping wife stays with and bears the insults of a brutal husband for the sake of the little ones. This is worship.

The husband, when his wife is prematurely old with grief and pain, sits by her bed and holds her thin, wan hands as rapturously and kisses them passionately as when they were dimpled. This is worship.

The wife clings to the husband fallen, lifts him from the gutter of degradation, holds him to her heart until her love makes him once more a man. This is worship.

The industrious father, the toiling, patient mother, practice every self-denial to educate their children—to lift them with loving pride above themselves. This is worship.

And when such children are ashamed of such parents because they are homely and wrinkled and ignorant—this is blasphemy.

The boy with his mother's kiss warm on his lips fights for his native land—fights to free his fellow men—dies by the guns. This is worship.

He who loves, worships.

Uncle Walt

The Poet Philosopher

THE HUMORISTS

Much I admire the jaunty tribes of brilliant paragraphing scribes who make the daily journals shine with effervescence, as of wine, and charm you with their graceful fun—unless they chance to dot you one. Too often has some brilliant thing a most unnecessary sting; too oft is thrown a shining lance that makes some harmless fellow prance, as though a bee, with weapon hot, had soaked him in a tender spot. Too often something lightly said has filled a heart with hate and dread, or queered some upright Injun's game, or bowed some woman's head in shame. I hold it good to roast the shams and gaily flay the human hams whose work is coarse and purpose vile—it's good to slay them with a smile. But when we, just to make a jest, bring sorrow to some pilgrim's breast, or do injustice to some man who's sawing wood the best he can, or wound with thoughtless words some heart, it seems a shame that we're so smart!

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WALT MASON