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THE DAILY TELEGRAPH THE SEMI-WEEKLY TELEGRAPH THE EVENING TIMES

New Brunswick's Independent Newspapers

These newspapers advocate a 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 and the Maple Leaf forever."

Semi-Weekly Telegraph and The News

ST. JOHN, N. B., JANUARY 3, 1914

USING CONSCIENCE.

In the editorial comment in the American Magazine for January the statement is made that "industry has entered the era of conscience. Spiritual values in industry, even in its most humble and workaday relations, are being discerned and appraised. How this happened, when it happened, no one knows. The law did not bring it about—as yet the law has not even registered it. Politics did not bring it about. Independently, and under the inspiration of an intangible general sentiment, liberated among the whole people, industry has set itself to satisfy the moral sanctions and the moral ideals that have grown up before the modern world."

Whether or not the change has gone so far as is stated by this writer, it is certainly true men have added a new bluish to their equipment of blishes, and industry is feeling the dawn of a new ideal. In Emerson's phrase, "the growth of natural goodness" has touched the inner springs of action and the outward things are re-arranging themselves to give more or better play to the growth within. Men are coming to feel as much shame when they see a strong man do violence to his neighbor in the market as when they see such outrage in the street. The strong in every community have always succeeded in taking for themselves the largest share of the conquests and inventions made by the people, and not only do the people resent this with less and less heartiness, but there is much more hesitation, doubt and shame over the taking.

In the midst of great wrongs which must be righted, the war of industrial life, and the nations armed to the teeth glaring at each other over their bayonets and battlehips, it will not do to become too enthusiastic over the dawn of a new ideal. War has had its function in social development, but there are not wanting indications that its function is about fulfilled. Never was there a time when men cried out against its misdirection of property and destruction of life with a like pity and horror. There is much significance in the modern voices which are insisting that we have outgrown the appeal to sheer physical force, not only as individuals but as nations.

The strength of the new social impulse can be best seen by looking backward. Forces have long been working below the surface that are now appearing in the light. The fountains of the great deep of opinion are being broken up, and in every department we are being whirled into the rapids of a new era. That which is produced by the common effort and shared by the common need is steadily enlarging. Men who have been seeking individual wealth are realizing that it is only by making others rich that they can be rich. One cannot be rich alone. Only through others' best can we become our best. The spirit of this growth is more important than its forms, and the promise of the future lies in the fact that the growth shall never be full.

ANOTHER "FALSE ALARM."

A paragraph in the Toronto Globe's report of Sir Wilfrid Laurier's speech at Hamilton quotes the Liberal leader as saying that Europe is an armed camp; that what is called the European Concert is not a concert but a furnace, and that it is into this furnace that the Bor-

den government would lead Canadians. Sir Wilfrid added: "If I speak strongly on this subject it is because I believe in the principle of Liberalism, the principle of autonomy and self-government; the only policy which will ever be accepted by the Canadian people."

The Standard intimates that these views on autonomy and self-government are separatist, not to say disloyal and unpatriotic. It very probably will surprise the Standard to learn that these views are not only not separatist and disloyal but that they are accepted as sound by the leading statesmen of the British Empire. Does the Standard believe that Canadians are ready to abandon the principles of autonomy and self-government? Does it not know that even Mr. Borden has found it necessary to declare in favor of these principles?

And does it not know that, while Sir Wilfrid Laurier repeats in somewhat milder terms the views of the Rt. Hon. Mr. Asquith and many other British leaders with respect to European militarism, he, Sir Wilfrid, has proposed to the Parliament of this country a programme of naval expenditure which, if carried out, would provide battle ships and cruisers to form part of the naval forces defending the Empire at large?

Perhaps what the Standard really needs is to look up and analyze some of the statements made about self-government by Mr. Borden on his own side of politics, and by Mr. Asquith, Mr. Balfour and some of the other leading British statesmen of the day. Having done this, the Standard may recall with displeasure Hon. Mr. Hazen's action in sending back to a leading British firm of shipbuilders their tender—the lowest—for the construction of certain cruisers at the port of St. John, which cruisers were of a class since that time built by the British navy, and recently adopted by Australia. Our contemporary will find that these things are really worth looking into, and that there ought to be some connection, however loose, between the facts of the case and the burning rhetoric it daily directs at Sir Wilfrid Laurier.

Speaking of naval matters, why are the Conservative newspapers dropping the "emergency"? Do they realize that that particular spectre will not do the trick?

PUBLIC OWNERSHIP OF RAILWAYS.

A number of shocking accidents—five or six within the last few months—on British railways, continued and recurring labor trouble, and a growing suspicion that the railways are not managed with sufficient regard to the public safety and convenience, are some of the forces preparing the British public for a comprehensive plan of nationalization. The Nation regards this change as sure to come, and in the near future. The change, it says, is not being brought about by general considerations of reason and utility, but by the accumulation of minor practical pressures. "It is not the result of any theory as to the propriety of public ownership of the effective highways of the country, or by any abstract dislike of monopolies, still less by a clear conviction that the railways might be a valuable source of public revenue. No; it is composed of the collection of a number of little rills of discontent."

But these rills have been fed by a variety of currents ever since 1907. In that year, the far-reaching impression made on public opinion by the contemplation of the consequences which would have attended the strike of railway employees which was contemplated, placed the question of public ownership in a very different position from that which it had occupied for many years in the mind of the general public. A national disaster was then averted owing to the good offices of Mr. Lloyd George, combined with the conciliatory attitude of the directors and of the representatives of the railway employees. This marked the beginning of a fundamental change in the public thinking regarding railways and prepared the way for the present development which, in the opinion of many careful observers, is moving straight and swiftly toward public ownership.

There has been the example of foreign countries adding influence in this direction. Germany and Belgium have made tremendous successes of their national railway systems. Nearly half a century ago Bismarck began one of the greatest achievements of his life in the creation of the German State railways. He gave the country a uniform system and an efficient service. It was his intention to merge all the railways within the Empire under one management, but he was successful only in Prussia. The other states feared the results of centralization, and held control of the railways within their borders. At the present time there are six state systems in Germany, outside of the Imperial system in Alsace-Lorraine. These railways have been so managed that they have contributed enormously to the revenue of the country, and at the same time maintained a tariff of rates and fares that seems abnormally low compared with the rates in this country. Belgium has an equally good record in her state-managed railways, and has for many years shown a large surplus after providing for interest charges.

The interesting thing in the present outlook in Britain is that the railway companies are apparently ready for the change. The problems before them at present are so difficult that they are ready to unloose them on the state. The Times points out that the labor problem confronting them is virtually insoluble. Companies "are bound to accept all goods and passengers, to maintain an uninterrupted service; they cannot put up their charges without state sanction; and they have not the freedom to bargain with trade unions that is enjoyed

by ordinary employers." The company is not free to lock out, the employees are free to strike. This, with the widespread belief that before long another general railway conflict will be waged around the issue of "recognition," dispels the far-seeing business man to the belief that they stand to gain by a favorable deal in the near future with the state.

If the change takes place it will be of profound interest to every country that has felt the weight of railway monopoly and the burden of unsatisfactory rates. State ownership would simplify the railway problem, and its advocates argue that the state could administer the railways as well as it has conducted the Post Office.

A MEETING—IN THE NORTH END. It has been a fairly good season for public meetings. Not long ago the citizens of St. John were assembled in mass meeting to protest against the diversion of the C. F. R. and the Allan direct mail steamers from this port. Public feeling ran very high on that question, and as a result of the meeting a delegation of influential men went to Ottawa. Later on there was another public meeting, called because the delegation had been unable to secure at Ottawa certain definite information to which the public was entitled—but most of which the public has not yet received. Everybody will remember the nature of those public meetings, the strong feeling in evidence, the earnestness with which Conservatives and Liberals alike declared their intention to secure justice regardless of party lines.

On Monday evening there was another public meeting, this time in the North End, and we recognize among the speakers and those on the platform several of the other public meetings to which we have referred, among them Senator Thorne, Senator Daniel, the Hon. John E. Wilson, M. P., Mr. J. B. M. Baxter, K. C., M. P., Mr. C. B. Lockhart, M. P., and Mr. L. P. D. Tilley, M. P., and some others. The Hon. the Minister of Marine and Fisheries was the leading figure at the meeting on Monday night, as, in quite another sense, he was the leading figure in those other public meetings to which reference has been made. At the first public meeting resolutions demanding the resignation of Hon. Mr. Hazen were introduced with considerable difficulty. At the Conservative meeting in the North End Mr. Hazen received much praise from the same speakers who were so prominent on the occasion of the mass meetings in connection with the mail steamers. Whether these speakers voiced their real sentiments at the first public meetings or at the last one the public must judge.

As for Mr. Hazen, he avoided two or three subjects which occupy a large place in the public mind, notably the Guelph-Bosworth agreement, the completion of the Valley Railway below Gagetown, and the entrance of the Grand Trunk Pacific into this seaport.

With respect to the high cost of living Mr. Hazen virtually announced that the government would stand pat on the tariff. If he speaks with authority there can be no better political view for the Liberal party. If Mr. Borden and Mr. Hazen, at the bidding of the interested, resolve to keep the tariff on wheat, on flour, and on many other necessities, their opponents may well feel that the enemy has been delivered into their hands.

Mr. Hazen made few references to local matters—not by any means enough—but he did refer to York county and to the unopposed candidacy of Mr. McLeod. Of York county and the conditions produced by the McLeod-Whaler circle—now a divided circle—the whole country will hear more later.

Mr. Hazen made the claim that he had done much for St. John. Well, thus far his work for this constituency has been marked chiefly by the frustration of the Guelph-Bosworth agreement and by the minister's action in shutting the door upon the great shipbuilding industry which was about to be established by the Cammell Laird Company when Mr. Hazen took office.

Senator Daniel opened the ball in the North End with a column or two of drooping fuel. Senator Thorne deprecated anything approaching jealousy between St. John and Halifax, and spoke as though St. John should be well satisfied with the present arrangement concerning direct mail steamers. But Senator Thorne can scarcely believe that the people of this city, or of this country, will be content long to permit the Intercolonial Railway to be used to divert to one port traffic which must go to another but for the sort of intervention which makes water run up hill.

The Standard newspaper describes the meeting in the North End as large and enthusiastic, but it so described the two public meetings held in protest against the diversion of the mail steamers and it is a safe bet that the feeling which led to the meetings of protest is much more widespread and more powerful than the little Conservative party flutter of Monday evening. Of this we shall have proof later on.

THE CLASSICS IN SCHOOLS.

In the midst of great industrial development, technical education, vocational training, and all kinds of utilitarian disciplines, there is much danger that something that really matters may be forgotten in the education of the young. The present day tendency among young students is to steer straight for the very special lines of activity from the very start. But there are things that a man should know in his general capacity as a human being, and efficiency cannot probably be purchased at the price of mutilation of the faculties. The ideal of the Greeks was a harmoniously developed mind, capable of responding flexibly and timely to all the varied

strokes and appeals of this brave and various world.

There is a strong tendency in many schools and among many educators today to speak slightly of the classics, and to scout them as having no particular connection with the real work of life. This is in response to the industrial activity and material prosperity in all the country at the present time. It is just possible that the wish to convert education into dollars and cents may be seen to defeat its own ends when the larger interests of the whole people are held in view. We can never become a scientific people until we love knowledge for its own sake, and it is impossible for a man to fall in love with knowledge if he is simply pursuing it for bread and butter. The larger the number of those who pursue knowledge for its own sake, the larger will be the general intelligence of the people. The more joy we take in intellectual culture the less are we the slaves of Mammon—Mammon, the least erect of all the spirits that fall. A people can never become industrially effective until they open their eyes to the great spiritual and intellectual horizon of the race. Men can work with enthusiasm and zest only when they see that life is more than a mere battle for a living.

As industrial activities multiply and expand men will be forced to seek some shelter from the pressure of things. This shelter cannot be found where so many are seeking it—in the excitement of pleasure. We must see to it that the youth in school enter that charmed land of romance and history, where Odysseus, blown into the western seas far from his Ithaca home, landed with him men and by a cunning stratagem outwitted the Cyclops; how he kept his course between Scylla and Charybdis, and sailed the deep sea in his other ventures, sorrowing and sighing over the tolls still before him, and ready almost to surrender the promise of future delights for present ease. It would be nothing short of a disaster if the present tendency to ignore the Greek and Latin classics were to go on indefinitely, for then the generation would have no retreat into those charmed delights which break the outrageous reality that is forever waiting at the heart of the world.

THE WATER SUPPLY.

The answers thus far received in response to the questions concerning the water supply asked by the Commissioner of Public Safety supply just enough information to show that a great deal more information is required.

Some of the gentlemen associated with this matter appear to have rather short memories. The proposal by Mr. Murdoch to introduce a high-and-low-level system, or dual system, has been rejected repeatedly at City Hall for reasons which seem of the best. That this city would now, or in the future, agree to the introduction of the dual system is most improbable.

It is to be remembered, also, that no engineer ever asserted that the Loch Lomond extension would do away with the necessity of weeding out a great number of old pipes in the distribution system. It was always regarded as necessary to replace many distribution pipes that were old and encrusted, and some more because they are altogether too small to be really serviceable even if they were new. Had the city proceeded with the perfection of its distribution system after it made the Loch Lomond extension we should now be well on the way toward a satisfactory situation, always remembering that the Loch Lomond work was really not completed at the time it was taken over.

While St. John is hesitating over a remedy for its unsatisfactory water supply, Ottawa is about to vote on several proposals for securing a new supply of pure water, and the cost of the various projects in discussion runs from \$2,000,000 to \$10,000,000. Even does the Loch Lomond extension was well under way City Hall has shown an indisposition to look the facts of the case squarely in the face. Some of the new Loch Lomond works probably requires extensive repairs. Moreover, some of the older pipe work along Little River and the city must gradually be renewed. In addition to that there is to be faced a large annual expenditure on the distribution system.

When the information asked for by the Commissioner of Public Safety is all supplied—if it can all be supplied—the citizens will have some of the essential facts with which they should have been confronted years ago. It will then be the part of wisdom to spend, under proper direction, the money necessary to bring the system up to a proper point of safety and efficiency. One of the first things to be done is to reject, once more and finally, any unsound and makeshift measures such as the proposed dual system. The first effect of that system would be to increase the contamination risk and to throw away, at the same time, the principal advantages secured by going to Loch Lomond.

1914.

The bells rang out a good year at midnight, but they rang in a better one. With a clean page before it, unmarred by any of the errors and prejudices of 1913, the world this morning confronts a smiling opportunity. We set for the moment, at the top of the hill, before we begin the next stage of the journey, looking backward over the country behind, striving to remember not only its pleasures but its lessons, and looking expectantly upon the new country ahead of us, unknown, but full of promise.

If we are to march lightly and joyously like the sturdy wayfarers we should be, we must discard here at the summit all possible burdens—wrong ideas, prejudices, uncharitableness, faint-heartedness, distrust, envy, and the like—which may have handicapped us as we passed along the way during 1913. Just as it

is true that the man who would have friends must show himself friendly, so it is true, in going through life, that men and women live the more joyfully, for themselves and their influence upon those around them, if they think pleasantly, if they seek for sunshine rather than shadow, if they strive to live in the fine upper air of cheerfulness, rather than exaggerate and brood upon those elements and occurrences in human existence which make for discontent and unhappiness.

While 1913 was not without some drawbacks for all of us in Canada, it was, on the whole, a good year for this city, and this province, and the Maritime Provinces; and one need not be over-optimistic in order to say, and believe, that the New Year gives ample promise of improvement upon the old.

In a material way, and in the realm of finer things also, the world moves faster year by year. With the increasing pace and broader experiences come broader views, greater charity, greater faith in mankind. Let us, therefore, be all of good cheer, let us set out with light feet, happy but steadfast and resolute, into the new country of 1914.

THE TELEGRAPH WISHES FOR EVERYBODY A HAPPY AND PROSPEROUS NEW YEAR.

POLITICAL MANOEUVRES.

The condition of the Unionist party in England, with its ever recurring difficulties over tariff reform, is strikingly similar to the condition of the Tories and Nationalists in this country. In both cases principles have been subordinated to party expediency, and there, as here, the moral sparseness of the business is most in evidence. The Nation, in discussing the fiscal manoeuvres of the Unionists, says:

"Mr. Austen Chamberlain gives the game away when he reminds us that he is a Unionist before he is a tariff reformer. Not thus did the early fiscal reformers—the single-minded and unflinching warriors who slew the 'corn laws'—wield their bow and spear. Imagine Chamberlain boasting that he was a Radical before he was a Free Trader. As easy to conceive of Chamberlain in the name of party unity, inviting Palmerston to be his chairman at a Stop-the-War Conference, even at the price (in the interests of the game) of some statement of his peace follies. 'Is this the moment to sit with folded hands and cry 'Empire in dissolution, visualizing an empire in dissolution. On reflection he is constrained to admit that it is indeed the moment, a policy of folded hands having become essential, for the sake of unity in the party and to avoid adding to the difficulty of my friends and leaders.' Sincere are his convictions, ardent is his pursuit—these phrases are the ardent apostle's own—professed is his belief in the wisdom and expediency of the whole tariff reform creed, and deep and bitter is the sense of personal sacrifice with which he subordinates these beliefs, convictions, and ardors to a yet more powerful motive, the overmastering call of party discipline."

Yes, never surely was a burnt offering of principle sent to the altar of expediency with a more pious ritual, or trumpeted with so much ingenuous self-approval.

Just as pious is the ritual and just as complete the offering of principle on the altar of expediency in the case of the Tory-Nationalist alliance now directed affairs at Ottawa. Mr. Borden started by definitely repudiating most of what the Tory party in the past had stood for. His stock-in-trade from that source was represented by a fairly clean slate. On this slate he inscribed the word "Emergency" in such bold characters that he had little space for anything else. He "visualized an empire in dissolution," and with the aid of the Nationalists, and during the campaign were anxious "to shoot holes through the flag," was going to hasten to save it. If his ship-money proposals were defeated in Parliament, he would appeal to the country—the "emergency" must be met. It was defeated in Parliament, but Mr. Borden made no appeal to the country. With the Conservative policy of "grab all" and the Nationalist "hold all" he found a basis on which to continue and a means of forgetting the grave danger to the Empire. Now this political Jekyll and Hyde is again preparing for an Imperialist orgy, and for a means of recovering from it. The difficulty with the Tory-Nationalist alliance is not that it has been untrue to principles, but that its principles have been allowed to exercise their legitimate influence upon the agglomerate. On the question of Imperialism as well as on the question of trade, it apparently lacks convictions altogether. It is a union for plunder. It will protect "vested interests," but it will strengthen monopoly, reward its "friends," and betray the people who have been deluded into trusting it.

COMMON COURTESY.

Amid the hurried shopping of last week, one day a stream of passengers left the elevated train at Friend street in Boston, while another stream got on. The story is told of one man, who had a pipe in his mouth and both hands heavily laden with bundles, having dropped a small package without noticing his loss. Several men hoisted and whistled to attract his attention, but without result. A young woman caught the package and returned it to him just as he was entering the car. He accepted the property stolidly without a word, without even a glance at the young woman.

It is possible that this specimen would have been lacking in courtesy even if he had not been worried by the intemperance of Christmas generosity, and by the irritation produced through the often vain efforts he had been making at speed through the jostling crowds. He may have been a boor to begin with, but beyond all question the fine flavor of old-fashioned courtesy is being eclipsed by the rush of present day life.

SAYS NEW-BRUNSWICK GOT A BIG SLICE OF MAINE FOR NOTHING

(Montreal Gazette.)

Some years ago a regrettable incident occurred in the journalistic world of Canada; one newspaper played a shabby trick upon another newspaper. However, the offender performed its knavery clumsily, so that its guilt was apparent in the eyes of the trained journalists of the whole country, and one newspaper worker summed the situation up very tersely: "Nobody was deceived except the general public." That is a state of affairs which occasionally arises in politics. All the men actively engaged in public life, journalists as well as members of parliament, are aware of certain facts or conditions which are never mentioned in print or on the platform. The epigram also can be applied to certain phases of our history; legends get obstinately fixed in the public mind and are repeated as if they were the facts of the fact that they have been disproved again and again by the men who really investigate the facts. A harmless example is the fable that the Duke of Wellington declared that the battle of Waterloo was won on the playing fields of Eton; it would puzzle those who cite this alleged statement to explain how and where the duke uttered this remarkable sentiment. Another example, to go further back in history, is the belief that the Spanish Armada was superior to the English fleet and that its defeat had an element of the miraculous; readers of Julian Corbett's fascinating books, Drake and the Tudor Navy, know that the facts are the other way.

One of our pet Canadian legends is the story that British diplomacy has not done well by Canada, and that its record with regard to British North America is a long record of surrenders due to weakness, indifference and sheer ineptitude. Of recent years this theory has been subjected to strict historical scrutiny and his come off badly. Students at our universities and those rare persons outside of our universities who read their country's history, alike know that the old theory is badly shopped. But the flow of reproaches against British diplomacy persists; "only the general public is deceived." The most recent contribution to the discussion is by an article in the December issue of the Round Table; it is not as exhaustive as Colonel Dudley Mills' examination of the Maine boundary question in United Empire two years ago, but it is a comprehensive and rapid survey of the diplomatic relations between the British Empire and the United States in so far as they affect the boundaries of Canada. The leading argument put forward in the Round Table article is a large one. "The first thing to be borne in mind," says the anonymous writer, "is that British North America exists. Canada is today a pulsant young nation, extending from Atlantic to Pacific. She is larger in area than the United States, and exultantly proclaims that the twentieth century is hers by right. During the last 150 years her frontiers have marched for 4,000 miles with the rapidity of growing and not over-scrupulous neighbors."

If British diplomacy has been one long series of surrenders, how is it that so much territory has been purchased, or diplomacy, or conquest, France and Spain have been driven from vast and fertile areas, and Mexico reduced by one-half. Why, if the United States had but to threaten for Great Britain to give, has Canada not shared the fate of Louisiana or of Florida? In other words, each incident should be viewed in its setting, and that setting is the large fact that British North America has a record which on the whole is one of success. For what is not a feat to keep enormous areas vacant for years waiting for Canadians to be born to occupy them, and to keep them vacant against a power so populous, as well as so powerful and so jealous, as the United States?

The benevolent impulses of Christmas deserve not only to be encouraged, but a part at least of their warmth should be carried into other relations throughout the year.

NOTE AND COMMENT.

The city has begun to get some information about its water system—but only begun. There is much more to come.

Hon. Mr. Fleming's latest declaration about the route of the Valley railroad below Gagetown leaves the Globe unconvinced: It wonders at the sympathy of the Council and the Board of Trade. Mr. Fleming is for the east side route, but his enthusiasm for it has not led him so far as to begin construction. There is much uncertainty about the whole matter, despite statements by Messrs. Fleming, Wilson and McLeod. The biggest doubt of all was raised by Hon. Robert Rogers' statement that the Courtenay Bay terminals were to be used in common by all the railways. As a matter of fact St. John should have had definite assurances about the G. T. P. long before this not only from Mr. Chamberlain but from the Federal government.

The Standard and the Globe publish a list of aids to navigation in the Bay of Fundy for which they say the Minister of Marine and Fisheries is happily responsible. Just to have the record complete we would ask our neighbors not to forget Mr. Hazen's co-operation with Mr. Gutelius and Mr. Bosworth in diverting from St. John the freight, passengers, and mails, which were the subject of important public meetings here not long ago. It is well to improve navigation in the Bay of Fundy, but if Mr. Hazen continues to undo with one hand the work which he does with the other St. John's situation will continue to be gravely unsatisfactory. So long as the government railway is made a lever of success for Halifax at our expense, why talk about aids to navigation in the Bay of Fundy?

Some sort of unfortunate typographical accident, such as might happen in any newspaper office occasionally, occurred in the Standard office Tuesday, and caused that journal to mix up two editorial articles, one concerning The Telegraph and one concerning The Law Times and Lord Justice Fletcher Moulton. So far as we can make out, some of the epithets

AMERICAN RAISED TEN BILLION—U. S. FOR LOWER ORGANIZATION

Washington, Dec. 2.—Lars worth of products of cash income split on droughts at the 1913 record of cash farms.

The most successful in the United States, \$6,100,000,000 worth of cash income, was split on droughts at the 1913 record of cash farms.

The value of the great asset of 1913, population, or that of 1912, is greater than 1912. Of all the crops, wheat, that fifty-two million on farms produced, and that two annual production of bushels, the cash income of the Department of \$47,000,000.

But despite a revenue—although the has fallen—the cost of farm has cent. since 1910, estimated to be 6,600,000,000, the department of the subject matter take the view that will follow as a consequence.

However desirable on farms may be, it seems probable that such a result would result in any income per farm of population, or that farmers would be a port.

Had the total equalled or exceeded for obtaining more increase income per acre greater and than in 1912; but it is whether the result would have been as prices are promptly

1914 D SA

All Kinds of H

New York, Dec. 2.—Billsards, high price low prices of stocks, posures and other general alleges, the New Year, 1914, and most discouraging you choose to accept the stars and voices of the future. The seller of the Nation

In Toils of Law.

When the professor his ground floor flat days ago he was still bronchitis. Further progress is made in vulgar, non-scientific been pinched by a cop at that! And for obtaining more tenaces a couple of

The professor, however, gestions that person a bronchial cough in message he sends to "Professor G. M. trologer and G. M. sat down at his desk to the celebration of dividers, located menced to cipher on man nearing middle with dark hair and swayed completely in a few minutes the chart and rem

Something From E

"Now I'm ready thing I see is that Edison will make that that will star in the stars of the planet Jupiter is a minus, sign of A things pertaining to humanity.

out of the matter of order of the edifice is something to find. If he will break down the latter part of just, 1914. For this work he must be summer. Now, particular you want to

"The cost of a visitor promptly in Again the prof chart.

"On the contrary, making had 400 going to be higher, eight for reducing, October, 1914." The idly: "This winter, January, 1914, is go We will see the 30 ye hilling-up, up an down all we see C new-up seeking so

More figuring. More consultation of the answer came. The stars tell administration is g as the most unjust of Andrew Johnson for this, because opinion personally son; but fate dec Republican adminis at Washington to

"The whole unfor evil planets such just now. The cau difficulties, includi turbulence, will not

JURY DISAGREED IN SCHMIDT CASE

New York, Dec. 30.—After deliberating thirty-six hours the jury trying the case of Hans Schmidt, the former assistant priest of St. Joseph's church, accused of the murder of Anna Amuller, reported about 10 o'clock tonight that it could not reach an agreement, and was discharged.

ABE MARTIN

After Beech Hanger's wife finally raised money enough to get him out of jail she decided there was so many other things she'd rather have. Mrs. Tilly Moots is confined to her home by an unsprightly liver.

ABE MARTIN

ABE MARTIN