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President and Manager.

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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 Noble, Shamrock, Rose entwined,  
The Maple Leaf forever."

### Semi-Weekly Telegraph and The News

ST. JOHN, N. B., SEPT. 17, 1913.

#### WILLIAM J. GAYNOR.

That fell sergeant, Death, so swift in his arrest, takes the commonplace characters from life's stage like the others, but it is the picturesque, the uncommon, the daring ones, that the world misses most when the news is made known. A case in point is that of William J. Gaynor, Mayor of New York City, who died on Wednesday on the steamer Baltic, on his way to Ireland for a brief rest before plunging into the exciting mayoralty campaign in Gotham.

Mr. Gaynor, who was born on a farm in New York State in 1851, and whose boyhood was spent in comparative poverty, fought his way to a high station in life. A boy without resources except his intelligence, he gave himself an education and became in time a successful lawyer. But he had attained no great recognition until the early nineties, when he was a leading figure in the fight against corrupt politics in that portion of Long Island near Brooklyn which then included Gravesend and Coney Island. The boss of Coney Island—McKane—carried the votes of that district in his pocket, and his word was law. The reform party caused injunctions to issue for the purpose of restraining McKane from certain illegal proceedings on election day. McKane summoned his forces to resist the law, and his slogan was, "Injunctions don't go here." The election day proceedings resulted in a carnival of lawlessness and corruption.

Then the reform element decided that McKane's power must be broken, and after a fight led by Gaynor, they sent McKane to Sing Sing. The lawless element in New York offered heavy odds that McKane would never see the inside of a prison cell, but Gaynor had aroused the public to a full recognition of the evils growing out of criminal domination in politics, and McKane not only went to the penitentiary but remained there. That campaign gave Mr. Gaynor wide recognition as a man of force and originality, of tenacious purpose, and of high courage. Afterwards, when he had become Mayor of Greater New York, he sometimes displayed eccentricities of judgment and of temper which led some to ask whether after all he was fitted to fill so high an office, but the popular verdict undoubtedly favored him because of his grit and of his disregard for many of the ordinary conventions. When he was shot, well might patience and serenity in his suffering that his former popularity was redoubled. On the whole he measured up to a high standard as an all around man and a good citizen. The coming mayoralty fight in New York, hence as it will be, must be robbed of many picturesque elements because William J. Gaynor has gone the long road.

#### THE PARSON AND THE "COLLECTION."

Toronto is discussing the action of the rector of St. Jude's Church of that city who, on Sunday last, rebuked his congregation for its parsimony. At the close of his sermon the rector commented in bitter language upon the fact that for thirty years he had been compelled to bear the financial burden of the church. "Last Sunday," he said, "there

was no fewer than 100 five-cent pieces upon the plate."

While the clergyman's case will excite some sympathy, and while no doubt his congregation deserved all that he said, and more, there will be some clericalism in outlying parishes in the Maritime Provinces who will be disposed to think that the presence of 100 five-cent pieces upon the plate on a Sunday would be a cause for congratulation rather than for opening the vista of wrath. There are congregations, one has heard, in certain portions of these provinces where the minister has long been accustomed to see little more cheering evidence of his congregation's generosity or appreciation than is provided by the presence of the common or garden variety of copper cent.

#### A FAMILIAR DECEPTION.

The Montreal Star is overworking an unfounded assertion which many Conservative journals have been making in one form or another ever since the Wilson or Underwood tariff bill was introduced. In discussing the action of the American Senate, the Star says:

"The effect of maintaining the Canadian tariff has already been made apparent. American industries have been vying with each other ever since in a race to get the best locations in this country for branches of their manufacturing plants. If this market—the rapidly growing market—cannot be got for nothing, they have no choice but to pay for it, or to sit on the fence in it, by establishing branches within our tariff defences. This means that millions of money and an army of well-paid men are coming over the border to patronize our farmers, our merchants, our professional men and all our productive occupations."

Note the false assumption that the American manufacturers would have had free entry to this market if the reciprocity agreement had been adopted. The truth is, of course, that the agreement did not affect manufacturers, with the exception of certain agricultural implements and farm machinery, in connection with which competition was bound to benefit our farmers. The Americans who are to start plants in Canada, or who have started them, are to-day in precisely the same position they would have occupied had the reciprocity agreement become effective.

So much for that familiar attempt at deception. To-day Conservatives are welcoming the prospect of wider markets, although their leaders told us in 1911 that better trade relations with the United States would destroy our loyalty and ultimately lead to our absorption by the big Republic. Their attitude now shows that they were either ignorant or deliberately dishonest two years ago. The Toronto Star brings the charge home to them with a fine vein of irony.

"The American Tariff bill has seemingly got through all its troubles and dangers, and will soon become law. It will admit a large number of farm products free of duty, and it will probably divert a large quantity of Canadian produce southward."

"Two years ago we were told that this diversion would be a horrible calamity for Canada. It would turn our hearts toward the United States, lure us away from the Empire, and undermine our nationality. It would cut the throats of our transportation systems, which were built to carry Canadian products from West to East. Our transportation systems being thus injured British capital would cease to flow into Canada."

"We did not believe this rot two years ago, and we do not believe it now. We rejoice in the larger markets which will be thrown open to the farmers of Canada. We do not believe that our farmers will renounce their British allegiance, because they will sell more stuff in the United States."

"But what surprises us is that our old-time opponents are equally pleased with the enlargement of markets for our farmers, and are apparently not a bit uneasy about the British flag or our transportation systems, or the horrible consequences of sending stuff South instead of East."

"What they say now is that we are getting something for nothing. That is, while the Americans will eat untaxed food, we Canadians will continue to enjoy the glorious privilege of paying high taxes to the government and the combines on everything we eat. Is not that a triumph of statesmanship?"

"An enquiry made by the British government shows that between 1900 and 1912 the cost of living had increased 10 per cent in the United Kingdom, and 51 per cent in Canada. We lead the world in dear food. And, mark you, no confounded Yankee tariff law can deprive us of this glorious leadership. No flood of Yankee food can come pouring into this country to sap our loyalty. The stuff we eat may come high, but its loyal and patriotic character is guaranteed by the revenue officers, the tax-gatherers, and the tax-eaters. Anyhow, we shall not be wholly annexed. We may be half-annexed by the increase in stuff which goes out, but so long as we tax the stuff which comes in we shall be reasonably safe."

#### THE HALIFAX IMPROVEMENTS.

Ever since the government made public its plans for a large expenditure in enlarging the terminals at Halifax, there have been reports of dissatisfaction there over the location of the new harbor works and the route through the city to be followed by the Intercolonial in reaching the lower water front. The Canadian Recorder is now of the opinion that the expenditure is not to be nearly so great as was at first stated, and that the plan to be followed is by no means satisfactory. The Recorder says that at the first place the amount to be expended was announced as \$35,000,000. Later, it was \$45,000,000, and then passed legislation which makes it pretty certain that not more than \$5,000,000 or

\$8,000,000 will ever be really expended in the digging of a gigantic ditch around the most beautiful part of the city and in the construction of piers and a breakwater to obstruct the only deep channel of the lower harbor, produce salt water admirably adapted for ice-forming in the winter."

This summary of the case well represents the objections to the government's plan which have been heard in Halifax for many months, and indicates that the amount of the expenditure was considerably exaggerated in the first instance.

Halifax has an exceptionally fine natural deep water harbor, and its people have never quite appreciated the proposal to make a railroad cutting through a residential portion of the city in order to reach terminals so near the harbor mouth that a breakwater will be necessary to protect them. It was thought that the new piers would be the head of the harbor, or on the Dartmouth side where there is ample depth of water and plenty of room. The Recorder's suggestion that the obstructing of the deep channel of the lower harbor by a breakwater may lead to the formation of ice during the colder part of the winter is by no means without point.

It seems strange that so good a harbor, destined as it is to handle a great traffic as our transportation lines are developed, should be "improved" by a plan involving the elements of risk indicated by the Recorder.

In this connection the Recorder recalls that Mr. Cockshutt, at the last session of Parliament, delivered a diatribe against the Liberal government's expenditures in the Maritime Provinces, asserting that Ontario had been neglected to favor New Brunswick and Nova Scotia. In his speech Mr. Cockshutt unwittingly paid a tribute to the good service rendered these provinces by Dr. Pugsley, Mr. Carvell and Mr. A. K. Maclean. In replying to Mr. Maclean Mr. Cockshutt said:

"My hon. friend was ready to join with the hon. member for St. John (Pugsley), and the hon. member for Carleton (Mr. Carvell) in advocating that a shipbuilding plant, or plants, with subsidiary and ancillary industries, should be established forthwith. Why? Because they would be down by the sea from whence these hon. gentlemen come, and from which I expect some of them will not come if there is a general abatement. But, ever these hon. gentlemen, when they talk of industries that are going to locate near their own homes, are quite ready to back those who are ready to build shipyards and dreadnoughts and entering on such reckless expenditure that even we so-called high tariff men cannot stand it."

"The Recorder adds: "Would that the Tory representatives from the Maritime Provinces might show a similar zeal for the interests of their constituents, but they seem to have all become Ontario men since reaching Ottawa."

#### THE RESPONSIBILITY.

Mr. Hatheway, in the columns of the Standard, continues to float himself to impossible conclusions by the free use of printer's ink, but he has all along neglected the main point. Since the government he supports took over the business of the country in 1911, what has it done toward bringing the Grand Trunk Pacific to St. John by a direct route? What steps have been taken in the matter of providing terminal facilities, so that St. John might be ready to handle traffic which the new Transcontinental will be hauling next year from the West?

These are questions having to do with national transportation as well as with the future of St. John. If Mr. Hatheway's political friends had taken hold of these matters in the right way as soon as they came into power, the city would not now be asking for this information. Even Mr. Hatheway must realize that even if Mr. Fleming were to cause the contracts for the Valley Railroad bridges across the St. John and Kennebec rivers to be let tomorrow, a long time must elapse before the Valley Railroad will reach St. John. For the neglect and inaction since September, 1911, Mr. Hazen must accept responsibility, notwithstanding Mr. Hatheway's earnest and not wholly honest efforts to transfer it to Mr. Hazen's predecessors.

THE GENIUS TO UNITE.

The ninth congress of the International Co-operative Alliance was held in Glasgow during the closing days of August. The delegates represented 180,000 societies distributed over twenty-four nations, and their membership is twenty millions.

This is something of a record for eighteen years of existence, and a sufficient proof that its fundamental principles will some day completely triumph. The co-operative movement in England has not had a long history, but the enthusiasm with which its advocates have always regarded it makes it almost a new religion of industry. Mr. Robert Owen, the apostle of the social state in England at the beginning of the last century, first gave the movement practical form among the weavers in his New Lanark Mills. Here he set up a co-operative store on the plan of buying goods and provisions at wholesale and selling them to the working men's families at cost price. The benefits which the Lanark weavers enjoyed were noted abroad, and similar organizations were started in other industries. The dockyard workmen of Sheerness formed one whose object was to "supply the members with wheat flour and bread and butcher's meat."

But it is fifty years later before the real history of co-operation as a practical reform begins in England. The early movement died away, and the weavers of Rochdale took up the work. A few of them saved twelve shillings and invested them in a bag of flour, which they distributed among the members at cost price. This humble enterprise marked the beginning of the great Rochdale system, that now counts its establishments by the tens of thousands and its profits by the millions of pounds. From co-operative selling and buying they passed to co-operative production,

disposing of 2,000 tons of garbage every twenty-four hours.

The Ottawa Citizen, in describing the indicator in use in that city, says significantly: "The surrounding atmosphere is not conducive to romance." St. John will not doubt be careful to acquire the best information on this subject before investing its money; and the first thing to agree upon is to keep the garbage disposal plant away from the city proper. The long haul is less costly than the strong "smell."

#### THE TARIFF CHANGES.

We may form a good idea of the significance and scope of the tariff changes that will be made by the Underwood bill from reading in the New York Journal of Commerce, a free-trade paper, this comment:

"The cuts made by the House measure were enough, on the whole, for the present requirements of the country even from the standpoint of the advanced tariff reformer."

It was freely predicted after the election of President Wilson that the money power in the United States would be strong enough to prevent any real success in the way of revising the tariff downward. We in the Maritime Provinces, who stand to gain largely by the removal of some of the trade restrictions by our neighbors, should be interested in learning that the independent New York Evening Post, which has always fought stoutly for a lower tariff, is convinced that the low tariff movement has been fully successful, and that there will be no turning back. In fact, as the Post says, there has been a complete fiscal revolution in the United States since the memorable day when Mr. Taft described the Payne-Aldrich tariff as the best that had ever been adopted. In all probability that attitude, cost him his office. But that is only an incident. The important thing is that the iniquities of the Payne-Aldrich bill so aroused the American public that real tariff revision downward was demanded and is welcomed. We quote here the thoughtful comment of the New York Evening Post upon the action of the United States Senate:

"Nor is it remarkable only because item after item, hotly debated, has stood the test. It is far more remarkable because of the firmness with which a general principle, a general attitude, has been adhered to. That wonderful solution of the tariff question which, hardly more than a year or two ago, was acclaimed with such naive delight in high quarters, has cut but a sorry figure. Not difference in cost of production, but the reasonable claims of the American people, has been the touchstone by which the rates have been determined. There has been no blind and sweeping cutting down of duties, regardless of a just consideration for existing industries; but the doctrine that the manufacturer has a vested right in the home market, whatever it may cost his fellow citizens, has been absolutely cast out. And all this has happened without any commotion or disturbance—almost without any protest in the public press except of the most perfunctory kind. To those whose memory is not hopelessly defective, we recommend the exercise of recalling how general, eight or ten years ago, was the notion that the American people had decided, for good and all, upon a policy of high protection, and that to reopen the question was merely to disturb business without the slightest prospect of accomplishing anything. The contrast between this state of mind and that shown by the passing of the present tariff bill with the general acquiescence of the nation affords a valuable illustration of the delusions of 'manifest destiny.'"

There should be much inspiration in this situation for the low tariff element in Canada. The Canadian tariff requires a considerable downward revision for the benefit of Canadians. It is our business to frame our tariff for our own needs, and the first thing we should do is to increase the British Preference.

NOTE AND COMMENT.

During the twelve months ending August 31st the Toronto Railway Company paid to the city a little more than a million dollars for the city's share of its earnings for the year. That sum would provide Toronto with a considerable stretch of permanent pavement, if devoted to such purpose.

The London Advertiser says: "The remedy for municipal evils must be applied below municipal systems. When each citizen feels that his duty is to take an active interest in the affairs of his community; to look for the best men to be elected, and put them into office, then good men will be elected, and good men will be elected. And so matter what the system there will be good government. The remedy is in ourselves. Nevertheless, there is a great difference in systems, as St. John has discovered."

The Standard and the Globe, and all other friends of the Ministry of Marine and Fisheries are quite right in congratulating him loudly, and even berating him for his announcement that the Dominion government will construct the necessary grain conveyors on the West Side in time to prevent the diverting of traffic from this port. Mr. Hazen has not been heard from a long time, and any incident of this sort is naturally seized upon by newspapers and individuals anxious about his reputation. There ought to be many opportunities for congratulating Mr. Hazen in the near future, for the number of important things yet to be done by him if he is to save his political life is very large. Let us hope that the encouragement given him by the Globe and the Standard will stimulate him to further efforts. At least the enthusiasm of these journals should tend to remind the minister of the existence of the constituency which elected him.

#### ABE MARTIN

Improved Berkshire—Albion Moffit, St. Stephen, 1st.  
Sow over 1 year—Albion Moffit, St. Stephen, 1st.  
Sow under 1 year—Albion Moffit, St. Stephen, 1st.  
Sow under 6 months—Albion Moffit, St. Stephen, 1st.

#### IMPROVED YORKSHIRES.

Boar 1 year, under 2 years—Albion Moffit, St. Stephen, 3rd.

manufacturing boots, soap, candles, biscuits, sweets, preserves, lamb, underclothing, corsets, furniture, tobacco, and nearly everything for use and profit. The Rochdale weavers remained poor but they became famous, and the impulse of their vision caused many of the rollers of England to begin to climb and build. They took a long stride towards the realization of Tennyson's golden year when "the good of all shall be the rule of each."

In this Glasgow Congress the principal discussion considered the direct exchange of goods between distributive, agricultural and other productive societies, and between the wholesale societies in different countries. All members of the society agreed that more might be done to make the different forms of co-operation helpful to each other. It is possible that the industrial problems of the present day can only be solved by the methods of co-operation. The evils of slavery were corrected not by making good owners but by making men free. The evils of government not by supplying good kings, but by enfranchising citizens. So the evils and problems of industry will ultimately be solved, not by good employers but by self-employing citizens. This international alliance reveals that the material unification in this direction has gone far.

#### THE RIGHT THING.

In some quarters doubt is being expressed about the deportation of Thaw by the Canadian authorities. There is no reason to doubt that the Canadian government did the right thing in this matter. Shorn of all legal formulae, the case is simple enough. The man is either a murderer or a lunatic, and the place for him is in the country where he was born and where he became infamous. The proper view of Canadian action is well expressed by the New York Evening Post:

"The expulsion of Thaw by the higher Canadian authorities was foreseen, though the promptness with which the Dominion has acted comes as a surprise. Evidently, the government at Ottawa, acting in accordance with the best public opinion in the country, was determined not to let itself be caught in a snare of legal jugglery after our own good fashion. The courts at Montreal lost no time in dismissing the writ obtained by Thaw's lawyers as a stay upon the action of the lower immigration authorities, and the higher administrative authorities at Ottawa lost no time in ordering Thaw's deportation. Only a simple-minded fool would discern in such action any violation of Constitutional or human rights. A murderous lunatic has escaped from custody, and nothing has obstructed his being handed back to custody except the efforts of a battery of high-priced lawyers. Thaw's counsel may prate about carrying the case to the foot of the throne. In the meanwhile it is refreshing to have the whole absurd tangle cut in two with the swift sword of common-sense."

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## PRIZE - WINNERS AT CHARLOTTE COUNTY FAIR

Results of Judging in Dairy Products, Sheep, Fish, Swine, Floriculture, Honey and Household Departments—Sir William Van Horne Heavy Winner in Live Stock Section.

St. Stephen, N. B., Sept. 11.—The following awards have been made by the judges at the Charlotte county exhibition.

#### Dairy Products.

Tub butter—Arthur Claxton, Oak Bay, 1st; Mrs. J. L. Weatherly, St. Stephen, 2nd; A. T. Reid, Leversburg, 3rd; Harris Millberry, St. Stephen, 4th; Freeman Lever, Leversburg, 5th; Mrs. E. S. Weatherly, Leversburg, 6th; Mrs. E. S. Weatherly, Leversburg, 7th; Mrs. E. S. Weatherly, Leversburg, 8th; Mrs. E. S. Weatherly, Leversburg, 9th; Mrs. E. S. Weatherly, Leversburg, 10th; Mrs. E. S. Weatherly, Leversburg, 11th; Mrs. E. S. Weatherly, Leversburg, 12th; Mrs. E. S. Weatherly, Leversburg, 13th; Mrs. E. S. Weatherly, Leversburg, 14th; Mrs. E. S. Weatherly, Leversburg, 15th; Mrs. E. S. Weatherly, Leversburg, 16th; Mrs. E. S. Weatherly, Leversburg, 17th; Mrs. E. S. Weatherly, Leversburg, 18th; Mrs. E. S. Weatherly, Leversburg, 19th; Mrs. E. S. Weatherly, Leversburg, 20th; Mrs. E. S. Weatherly, Leversburg, 21st; Mrs. E. S. Weatherly, Leversburg, 22nd; Mrs. E. S. Weatherly, Leversburg, 23rd; Mrs. E. S. Weatherly, Leversburg, 24th; Mrs. E. S. Weatherly, Leversburg, 25th; Mrs. E. S. Weatherly, Leversburg, 26th; Mrs. E. S. Weatherly, Leversburg, 27th; Mrs. E. S. Weatherly, Leversburg, 28th; Mrs. E. S. Weatherly, Leversburg, 29th; Mrs. E. S. Weatherly, Leversburg, 30th; Mrs. E. S. Weatherly, Leversburg, 31st; Mrs. E. S. Weatherly, Leversburg, 32nd; Mrs. E. S. Weatherly, Leversburg, 33rd; Mrs. E. S. Weatherly, Leversburg, 34th; Mrs. E. S. Weatherly, Leversburg, 35th; Mrs. E. S. Weatherly, Leversburg, 36th; Mrs. E. S. Weatherly, Leversburg, 37th; Mrs. E. S. Weatherly, Leversburg, 38th; Mrs. E. S. Weatherly, Leversburg, 39th; Mrs. E. S. Weatherly, Leversburg, 40th; Mrs. E. S. Weatherly, Leversburg, 41st; Mrs. E. S. Weatherly, Leversburg, 42nd; Mrs. E. S. Weatherly, Leversburg, 43rd; Mrs. E. S. Weatherly, Leversburg, 44th; Mrs. E. S. Weatherly, Leversburg, 45th; Mrs. E. S. Weatherly, Leversburg, 46th; Mrs. E. S. Weatherly, Leversburg, 47th; Mrs. E. S. Weatherly, Leversburg, 48th; Mrs. E. S. Weatherly, Leversburg, 49th; Mrs. E. S. Weatherly, Leversburg, 50th; Mrs. E. S. Weatherly, Leversburg, 51st; Mrs. E. S. Weatherly, Leversburg, 52nd; Mrs. E. S. Weatherly, Leversburg, 53rd; Mrs. E. S. Weatherly, Leversburg, 54th; Mrs. E. S. Weatherly, Leversburg, 55th; Mrs. E. S. Weatherly, Leversburg, 56th; Mrs. E. S. Weatherly, Leversburg, 57th; Mrs. E. S. Weatherly, Leversburg, 58th; Mrs. E. S. Weatherly, Leversburg, 59th; Mrs. E. S. Weatherly, Leversburg, 60th; Mrs. E. S. Weatherly, Leversburg, 61st; Mrs. E. S. Weatherly, Leversburg, 62nd; Mrs. E. S. Weatherly, Leversburg, 63rd; Mrs. E. S. Weatherly, Leversburg, 64th; Mrs. E. S. Weatherly, Leversburg, 65th; Mrs. E. S. Weatherly, Leversburg, 66th; Mrs. E. S. Weatherly, Leversburg, 67th; Mrs. E. S. Weatherly, Leversburg, 68th; Mrs. E. S. Weatherly, Leversburg, 69th; Mrs. E. S. Weatherly, Leversburg, 70th; Mrs. E. S. Weatherly, Leversburg, 71st; Mrs. E. S. Weatherly, Leversburg, 72nd; Mrs. E. S. Weatherly, Leversburg, 73rd; Mrs. E. S. Weatherly, Leversburg, 74th; Mrs. E. S. Weatherly, Leversburg, 75th; Mrs. E. S. 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Weatherly, Leversburg, 173rd; Mrs. E. S. Weatherly, Leversburg, 174th; Mrs. E. S. Weatherly, Leversburg, 175th; Mrs. E. S. Weatherly, Leversburg, 176th; Mrs. E. S. Weatherly, Leversburg, 177th; Mrs. E. S. Weatherly, Leversburg, 178th; Mrs. E. S. Weatherly, Leversburg, 179th; Mrs. E. S. Weatherly, Leversburg, 18