

The Evening Times and Star

ST. JOHN, N. B., MARCH 18, 1913.

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THE ISSUE AT OTTAWA

If the issue at Ottawa were over the route of a railway in Canada, or whether this or that sum of money should be voted for a certain purpose, in connection with the administration of the country's affairs, there might be ground for criticism of the course pursued by the opposition. The situation, however, is far more serious. Mr. Borden proposes not merely to send \$35,000,000 of Canadian money out of Canada to be spent, but he proposes an entirely new policy with regard to the relations between Canada and the mother country. The people have not been asked to express their views on these very radical propositions. Not only so, but all the people of Canada are not in a position to express their views in parliament, because the refusal of the government to bring down a redistribution bill has left some of the western provinces without proper representation in the house. In all fairness Mr. Borden, if he desired to do justice to all the people, would pass a redistribution bill and go to the country. Why does he not pursue this course? Is it not because he is afraid of defeat? He has abandoned the policy which he himself endorsed in 1900 and 1910, and he has done it because of his alliance with the Nationalists of Quebec. Some of these Nationalists changed their policy with quite as much facility as Mr. Borden changed his, and they are now supporting him; but others refuse to follow his lead, and he is not supported by all those who were counted his supporters when he first came into power. Under all the circumstances the Liberals are justified in demanding that a redistribution bill be brought down and that the people of Canada be given an opportunity to say whether they desire to pay ship money or to develop a navy of their own.

CANADA'S BROKEN FAITH

Canada under Mr. Borden has broken faith with Australia. Sir George Reid, the Australian high commissioner in London, declares that the plan which was suggested by the admiralty in 1909 was the right one. Under that plan his country was developing a fleet unit, and Sir George believes that Australia's example must eventually be followed by the other self-governing dominions. He believes that by pursuing this policy there would be a greater development of military and naval strength than could be possible under any scheme of imperial federation. He rejects the idea of a common parliament for the Empire, and significantly adds that the people are getting a little sick of the proposals of imperialist visionaries. The New Zealand minister of defence has also been heard from. He has intimated that New Zealand's present policy of cash distribution is not satisfactory, and must be changed. In the course of his remarks he is reported to have said:

"It did not matter so much for the moment where Dreadnoughts were built, that could be arranged as conditions developed in the future. What did matter was that it should be realized that the Dominions would not be content with merely putting their hands in their pockets. The imperial navy must be a living reality to them to which they contributed not merely money, but men. There was more value in the lives of their men than in the life of a ship. The Dominions must have the opportunity of doing their duty towards the personnel of the fleet and manning the Empire's ships at sea. They must be prepared to help, not only the Imperial fleet with material, but they must have an interest in the operations of the fleet itself."

Sir Joseph Ward of New Zealand is also on record as opposed to a return to the old system of government under a central authority.

It is quite clear that the original policy of separate naval establishments, working in harmony as integral parts of the Imperial navy, is the right policy, and one which would make for Imperial unity. Australia abandoned the cash contribution, and it is not satisfactory to New Zealand. It will not be satisfactory to New Zealand if this country is to spend \$35,000,000 in naval defense, the greater portion of it should be used to establish Canadian shipyards.

INDUSTRIES COMING

The remarks of Premier Fleming and Hon. Mr. Grimmer in the legislature yesterday relative to shipbuilding at St. John and the establishment of great blast furnaces here are timely and valuable. It has been stated before that the Canada Iron Corporation was considering St. John as a desirable site for a large plant, and Hon. Mr. Grimmer is able to give authoritative confirmation of the report. While the plans have yet to be worked out, there can be no doubt at all that within the next year or two very important developments relating to new industries at St. John will take place, and the citizens are warranted in holding the most optimistic views with regard to the future of the city. There is a desire on the part of great companies to establish ship yards at St. John, and on the part of other companies to establish other great industries. The provincial government is willing to assist, and of course a like policy will be pursued by the city and municipal councils. Hence there is not the slightest reason to doubt that the developments at East St. John will include much more than the construction of the breakwater, dry dock and wharves.

CONVICTS FOR ROAD WORK

The Kansas legislature has enacted a law permitting the use of prisoners in road building. The municipalities may secure the services of convicts, but must supply guards, tools and materials, and pay one dollar a day for each man. Whatever amount remains after the cost of maintenance is deducted goes to the family of the convict or is held for him until his release. Discussing this question the Kansas Commercial says:

"In the past few years a number of states have adopted laws looking toward the employment of convict labor on the highways and the opposition manifested against such employment in competition with free labor in manufactures has not been noted. As a rule the employment has been limited to short term convicts and the states that have decided to employ convict labor on the highways report that the practice has proved successful. It permits the state to get back some part of the cost of the support of the convict, and in the construction of better roads, and by providing employment with remuneration for the convict enables him to assist his family and at the same time provides him with employment, resulting to his physical and moral betterment."

There appears to be a very confident feeling among Boston lumber dealers that the Democratic tariff will be of benefit to the New Brunswick lumber trade and to the Canadian pulp and paper industry.

The boat of the Hon. Robt. Rogers will not be put through before any other business is considered. The Liberals have successfully resisted the Rogers methods and the attempt at closure has failed.

Judging from the latest developments the people of St. John are not so anxious as had been supposed to have clean and well paved streets. The plans made by the city council for the paving of certain streets have not met with favor. This is unfortunate, for the streets named in the plans should be paved.

When the militant suffragettes and the suffragettes who are not militant begin to fight, the best thing a mere man can do is to take to the woods. It was necessary at one meeting in England last night to elect the militant suffragettes before the other kind could get a hearing, although it was their own meeting.

There is trouble in the Tory ranks at Ottawa. The Rogers wing of the party and the Borden wing are not at all pleased with each other, and both are dismayed at the growing strength of Liberalism. Whether to withdraw the naval bill, or go to the country, or to pursue some other course, is now being anxiously considered by the unhappy leaders of a weakened party.

The death of Doctor John Brittain removes a teacher of great ability, who had done very valuable work, not only in this province, but at MacDonald College, to which he was called from the provincial field of activity. There are many people in this province who were pupils of Doctor Brittain in the public schools, or were students under his instruction at the Normal School. They will all remember him as a singularly earnest teacher, thorough in his methods, and having a wholehearted desire to impart to others the knowledge which he himself had gained. Doctor Brittain did not gain that knowledge without hard work. The story of his own students days, and how he hoped to gain the knowledge which afterwards made him a recognized authority on nature subjects is an interesting one, and ought to be an inspiration to the students of today.

MORNING LOCALS

In Trinity church last evening 23 candidates were confirmed by His Lordship Bishop Richardson. After the confirmation Bishop Richardson preached a very impressive sermon. There was a large congregation in attendance.

Rose McPherson, who was injured in the accident at Moncton in which Engineer James McKay lost his life, returned to his home in the city last evening. He is recovering slowly from the effects of the accident, in which he sustained severe injuries.

"By the first of May 1914," L. R. Wilson, treasurer of the Atlantic Sugar Refineries Ltd., said to The Telegraph yesterday, "the huge new plant here employing 700 men, and producing 2,500 barrels of sugar a day, will be in running order. The production of this amount of sugar is not the possible capacity of the refinery, but what it will in normal times be producing."

A shamrock tea was given in Brussels street Baptist church last evening by the young ladies. This was followed by a musical programme contributed by Messrs. McLean, Blanch, Wry, Willa Stammers, and Brown, and Messrs. Hill and Percy Kelly, a reading by Miss E. McKay and a series of tableaux representing the seven stages of womanhood.

An entertainment was given last night in St. David's church school room under the auspices of the Y. P. A. of the church. R. D. Duncan presided, and the following contributed to the programme: Rev. J. A. McKean, Mrs. J. M. Barnes, Miss Kelly, Miss Kelly, Messrs. Crookshanks, Girvan, Archibald and Girvan, Mrs. Williams, Clarence Girvan and Mrs. D. McClelland.

Boston is appropriating \$3,000,000 for the construction of a drydock capable of taking the largest ocean liners.

BIRTHDAYS OF NOTABILITIES

TUESDAY, MARCH EIGHTEENTH.

Her Royal Highness Princess Louise, fourth daughter of Queen Victoria, and known to Canadians as the wife of the Marquis of Lorne, once Governor-General of Canada, celebrates her sixtieth birthday today. The princess is celebrated and has earned distinction as a sculptor and painter, and when in Canada did much for art, founding the Royal Canadian Society of Art.

Lieut.-Col. A. P. Sherwood, commissioner of Dominion Police, and head of the secret service department at Ottawa, was born on March 18, 1854, at Ottawa. He reached his present position through the Ottawa police force of which he became chief in 1879. He has taken an interest in the militia and was commanding officer of the Governor-General's Foot Guards from 1888 to 1904. He has rendered special services to the crown in connection with the visits of royalty to Canada.

The Rev. Henry Grossett Baldwin, chaplain of Holy Trinity church at Rome since 1904, is a Canadian clergyman, whose birthday falls today. He was born in Toronto on the same day as Colonel Sherwood and became a priest in 1881. He held a charge in Toronto and then went to France where he became rector of the Anglican Church at Mentone.

LIGHTER VEIN

PREJUDICE.

"Professor, who invented the accordion?"

"Why seek to find out, my boy? Perhaps he repented of it before he died."

BETTER START

"Shall I have to get married when I grow up?" asked little Floemie one day of her mother. "Just as you please, dear," answered her mother with a smile. "Most women do, however."

"Yes, I suppose so," continued the little girl musingly. "And I think I'd better start and look for a husband now. They say that Aunt Jane has been at it for twenty years, and hasn't caught one yet."

THE RECTOR CUTTING.

Jones was recently sent by his employer to collect an account from Smith, notorious for his slackness in making payments. After several vain attempts to obtain a settlement, Jones remarked, "Well, at least let me know on what date I may expect payment."

Smith replied, "Do you take me for a prophet?"

He responded John. "Up to the present I have always regarded you as a lost!"

HE WAS THE MAN.

"Where is the manager, please? I want to hire a cab."

Doorman—"I can hire the cabs out."

"Are the charges reasonable?" "Very reasonable, mum."

"And, of course, you will send me a good driver?" "Yes, mum; we will send you the most reliable driver in the Midlands. A more polite, honest, or more Christian man has never yet lived. He's a second Washington."

"That will do. Where is he now?" "In him, mum."

NO LIVES NEEDED.

The fair amateur pianist looked at the left hand of the sweet young girl long and earnestly. Breathlessly she waited for the pianist's next words.

"Ah! I see by your hand that you are engaged to be married," said the pianist. "And" continued the reader of the future and the past, in a more cutting tone, "I see that you are engaged to Mrs. Money."

"Oh! It's perfectly extraordinary," burst out the blushing girl. "How can you know that?"

"By my long study of the science," was the reply.

"Who said anything about lines?" replied the prophetic one, with withering scorn. "You are wearing the engagement ring I returned him three weeks ago."

THE WAY OF A MAN.

At seven Willie wanted to become a pirate bold. To sail the rugged Spanish main, And gather chests of gold. To make his captives walk a plank From his low, rakish craft, And meet their pleas for mercy with A deep and guttural laugh.

At sixteen he was different for No more he craved to be A pirate bold and bloody, called The "Terror of the Sea;" He looked with envious eyes upon The presidential chair. Decided to be satisfied If Fate would land him there.

At twenty he was changing still— Was Mary's "casual friend;" And what with opera, lunch, etc. His purse was on the bend; He'd lost his satisfaction all, A single one did save; The height of his ambition was To be her humble slave.

Alas, at thirty-two or three He saddening to relate, He shares a flat with Mary and With kiddies six or eight; At eight he jumps a car each day— Gets fifteen dollars per; He's won his last ambition, he's A faithful slave to her! —Buffalo News.

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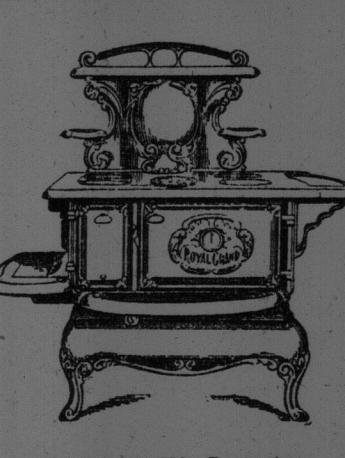
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MORNING NEWS OVER THE WIRES

The appeal in the case of West vs. Corbett, arising from damage to standing timber from fire alleged to have been caused by sparks from a construction engine, was taken up in the Supreme Court of Canada in Ottawa yesterday and will be continued today. F. R. Taylor appears for the appellant and M. G. Ford, K. C., for the respondent.

In the Prince Edward Island legislature yesterday Hon. Charles Dalton, minister of agriculture, intimated that the government will introduce legislation for the further protection of the fox raising industry.

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was able to read, without glasses, the many cards and letters of congratulation he received on that day.

The Prince of Wales left London last night for Germany to spend a few weeks studying the German language. He will first visit the King and Queen of Wurtemberg.

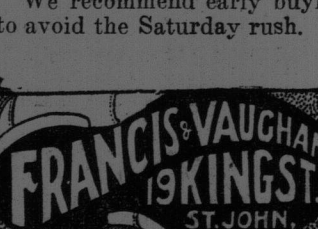
Peter Campbell, of Ford's Mills, celebrated his 104th birthday last week and

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Onions, 10 pounds for 25c.
Peas, 4 pounds for 25c.
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"Quite right," he said; "only I know you want that check you mentioned this morning, and I couldn't possibly write it while this note—"

"Children," interrupted his wife, "go upstairs at once; and if I hear another sound tonight I shall punish you all severely."