

The Standard

Published by The Standard Limited, 52 Prince William Street, St. John, N. B., Canada.

SUBSCRIPTION.
Daily Edition, by Carrier, per year.....\$5.00
Daily Edition, by Mail, per year.....3.00
Semi-Weekly Edition, by Mail, per year.....1.00
Single Copies Two Cents.

TELEPHONE CALLS:
Business Office.....Main 1722
Editorial and News.....Main 1746

ST. JOHN, N. B., TUESDAY, DECEMBER 26, 1911.

SETTING THE WEST AGAINST THE EAST.

It is distressing to note the loss of memory which has become a common failing among Liberal journals since the general election. In the past the Liberal journals have been the most diligent search for some plausible ground on which to attack the Borden Government. This mental aberration, which we might charitably suppose is due to shock, is particularly noticeable in the case of the Standard. In an article on agricultural implements it unfolds a mournful tale of discrepancy between the high prices in Canada and the low prices in the United States. The "interests," a favorite term with Mr. Pugsley's organ, are, we are told, at the bottom of it. They are in league with the Conservative Government. "And a Government," adds the Telegraph threateningly, "that serves the interests before it serves the people is going to have a stormy reign."

The subject to which the Telegraph refers was discussed at some length in the House of Commons during the present session, and arose out of charges that the Cocksfoot Plough Company of Ontario was selling ploughs at a higher price in the home market than across the border. The statement was disproved by Mr. W. F. Cocksfoot, member for Brantford, who submitted quotations showing that the Liberals had used wholesale against retail prices on which to base their arguments. Mr. Frank Oliver quoted other instances, giving as his authority Mr. Roderick McKenzie, editor of the Grain Growers Guide. After citing these cases the Telegraph goes on to assert that "the Conservative campaign was made in the interest of the 'interests'" and that "these conditions will tend to grow worse rather than better under Conservative rule."

It would be difficult, even for the Telegraph, which does not stick at trifles, to establish a case for this discrepancy in prices against the Borden Government which has been in office less than three months and in compliance with a pre-election pledge is about to appoint a tariff commission to enquire into all such grievances as the Telegraph and its friends have just discovered to exist. It may be as well, however, to point out that there is a wide difference in the method of selling agricultural implements in the two countries. In the West, Canadian goods have to come from Eastern Canada and pay nearly ten per cent. more in freight rates than United States goods which have the shorter haul from Chicago. Canadian dealers have to become responsible for the collection of notes, while on the other side of the line the farmers pay cash. These are among the questions which the tariff commission will have to investigate.

With regard to the very intimate relations which are alleged to exist between the Borden Government and the manufacturers of agricultural implements, it may be of service to the Telegraph to learn for future use when airing a grievance against these particular "interests" that nearly every manufacturer of agricultural implements in Canada is a hide bound Grit. As a reward for their allegiance several of these manufacturers have been signally honored by Sir Wilfrid Laurier. The Frost and Wood firm, for instance, has given a member of the Senate, so has the Massie Harrier Company, and Mr. Frank Cocksfoot, the head of a concern manufacturing ploughs, which have a world-wide reputation, is also a strong Liberal. What was Sir Wilfrid Laurier doing when he pondered to these "interests"? Was his "Government" that serves the "interests" before it serves the people? when he countenanced and encouraged men guilty of such alleged malpractices? Where better could the Telegraph's allegation of serving the "interests" apply?

It is the policy of Liberal journals these days to pose as champions of the Western farmer and to attempt to set the West against the East, especially in this matter of agricultural implements. They conveniently forget that the Liberals were in power for many years and never took one step to improve conditions in this respect. Reciprocity to ploughs, harvesters, etc., was offered by the United States in 1909 and the Liberals would have none of it. The following item, Number 476, is quoted from the Payne-Aldrich tariff:

"476. Ploughs, tooth and disk harrows, harrows, reapers, agricultural drills and planters, mowers, horse-drawn, cultivators, threshing machines, and cotton gins, fifteen per centum ad valorem: Provided, that any of the foregoing, when imported from any country dependency, province or colony, which imposes no tax or duty on like articles imported from the United States, shall be imported free of duty."

Here was the Laurier Government's chance to deal a crushing blow at the "interests," the Canadian manufacturers, who since the election have become so obnoxious. The Liberals never availed themselves of the opportunity. There was no outcry in those days that the refusal of the Laurier Government to accept the offer was in the interest of the "interests." In fact we are candidly told by the Telegraph that "the battle against special privilege is just beginning," presumably, that is, since the Liberals were thrown into Opposition. There was no sign of a battle against special privilege before that momentous event. Even in the Reciprocity Agreement the reduction on agricultural implements was only 2½ per cent. The Western farmer has very little to thank the late Government for in that respect.

There is only one view to take of this outcry against the "interests," and this sudden solicitude for the Western farmer. It is part of a determined attempt started by Western Liberals in Parliament to set the West against the East and sow dissension and discord between the great agricultural and manufacturing communities which, united in the past, have made Canada what she is. Reciprocity is dead and buried. It was not the "interests," so called, but the voice of the Canadian people which gave that decision. There is one Province in Canada where the farmer and the manufacturers are more closely allied than in any other—in the Province of Ontario. It is a significant lesson to those who would set class against class, that in Ontario all classes united in a common cause to defeat Reciprocity. The fact was defeated in the general interest by an overwhelming majority.

A clear and comprehensive view of the situation, as men saw it in Ontario, was given by Mr. Oliver of North Simcoe in his reply to Mr. Oliver. He said: "The hon. member from Edmonton, day after day, is trying to bring grief to his own mill by setting up the West against the East and especially against the Province of Ontario. One would think that in the Province of Ontario nothing grew but factories, but it may be a surprise to some of these gentlemen opposite to know that the Province of Ontario produced last year \$47,000,000 worth of field products more than the whole of the West combined. And I can tell these hon. gentlemen on the other side of the House who come from the West, that the farmers of Ontario voted almost to a man against

Reciprocity, and they did so because they found that the American farmers had been sending into the Canadian market over \$30,000,000 worth of breadstuffs which should be grown in Canada. If a man wants to grow food for the Canadian people he should grow it in Canada, and if a man wants to manufacture agricultural implements for the Canadian farmer, he should manufacture them in Canada, all of which is good, sound, national and loyal doctrine. That is the idea which permeates the people of Ontario; that is the idea of the old National Policy, and that is the idea that triumphed on September 21st."

We have had many excuses offered for the defeat of the Liberal party. It was the Nationalists in Quebec; it was the loyalty cry in Ontario; it was Father Vaughan; it was the No Tenure Decree; and now last but not least it was the "interests." It has yet to dawn on Liberal minds still satiated with Laurierism that defeat was due not to the East nor to the West, but to that sound judgment and common sense which in a crisis are the prevailing characteristics of the Canadian people.

IRELAND UNDER LAND PURCHASE.

In an article in The Contemporary Review of London, Eng., and quoted by the Toronto World, a very favorable account is given of the reorganized Ireland. By the operation of the land purchase measures a new country has been created and the whole standard of living improved almost beyond recognition. Comfortable, substantial dwellings have replaced the broken down cabins and already their occupants with the responsibilities of proprietorship, have recovered their independence of speech and action. "What has produced the change in the Irish purchaser?" asks The Contemporary Review. "Why, a terror has passed from the landlord himself. If he were ever visible. Landlordism has gone from these districts and its departure is like the removal of a great social and moral blight. A cloud has passed away and the people breathe again. It is the best preparation for a free nation."

These better conditions are reflected in the Government report on Irish trade in 1910, just issued. During that year the combined export and import trade totalled over \$650,000,000 and for the first time exports exceeded imports. The value of Ireland's exports of five stock was more than three times greater than that of the imports into Ireland from all other countries. Ireland stands second in eggs, and her poultry exports to Great Britain, valued at over \$4,000,000, were far above that of any other country. Irish bacon and hams were third on the list and potatoes the largest in quantity. All this means great and growing prosperity and fully reveals the economic value of the landowning policy.

THE PORT OF VANCOUVER.

The recent announcement by Mr. Monk that \$100,000,000 will be spent in developing the great national ports of Canada, and the broad and comprehensive view taken by the Government that not one or two ports, but all the ports, must come in for their share of attention, have awakened a lively interest in maritime communities and nowhere more so than in Vancouver. Here in the East we are more concerned with our own affairs and are inclined to overlook the strides which the port of Vancouver has been making in the recent which it not only the chief Pacific sea port in British Columbia, but in the tonnage of sea-going vessels was the first port in Canada in 1910, leading Montreal, Quebec, St. John and Halifax in this respect. In steamship coasting trade Vancouver almost equalled the St. Lawrence ports and exceeded all others. In sailing coasting vessels it was second only to Montreal. In imports it is the fourth city in Canada.

As St. John is looking forward to the arrival of the Grand Trunk Pacific Railway, the Valley Railway, and eventually the Canadian Northern, so Vancouver in course of time will be the terminus on the Pacific of four railways crossing the continent, three of them Canadian and one foreign. The Panama Canal will also add to the demands of the port.

In the past, there can be no question the sense of proportion between Eastern and Western ports has been greatly obscured at Ottawa, notwithstanding that trade returns should have been a constant reminder. Under the broader policy of the Borden Government Vancouver will come in for better recognition as a national port and be provided with greater facilities. St. John, with harbor developments in prospect on the West Side and in Courtenay Bay, amounting to about \$9,000,000 can well afford to take a sisterly interest in the big and growing city on the Pacific, whose progress is equally important to the country at large.

The terrible tale circulated by the Times and the Liberal organs of "the swinging of the headman's axe" at Ottawa, among employees of the Public Works department, turns out to be a gross misrepresentation of the facts. All the employees referred to were employed temporarily. The majority of them had been taken on by the late Government just before the last election, purely for political purposes. Very few of their places will be filled for the simple reason that there is no work for them to do and never was. Except for a few elevator operators they were all snow shovelers, laborers, third rate carpenters, etc. Not one of them was a permanent employee, and not one of them came under the civil service act.

Says the Quebec Telegraph: "When a stranger comes to town and remarks some undesirable condition, don't say 'Yes, but you know Quebec is a hundred years behind the times.' Rather say 'that's nothing—just look at this, that or the other advantage—why! this town has no equal in America! That's the way it's done elsewhere who not try it here at home.' There are residents in a city not a hundred miles from the Reversing Falls who might apply this advice to their own case with advantage."

Sir Robert Laird Borden, eh? Well, if it's true, on no Canadian could knighthood be more worthily bestowed. "Without fear and without reproach."

Current Comment

(London Advertiser.)

A Vanderbilt was married in England Saturday, but why should the papers pay cable tolls on the announcement that he had been divorced, and that his bride was also a divorcee? The public take that for granted in the case of America's "first" families.

(Vancouver News-Advertiser.)

It is interesting and instructive to note that Mr. Sammel, a member of the Asquith Administration, commends the Imperial spirit in Canadians which led them to repudiate the Reciprocity Treaty.

(Pittsburg Gazette-Times.)

In the opinion of a college professor the causes of poverty are malaria, the hookworm and alcohol. He is evidently one of those fortunate fellows who don't have to do any Christmas shopping.

(London Free Press.)

More than five million dollars in money orders is being sent as Christmas gifts from America to Europe this year. The tie between the old land and the new is tangible.

British Press Gives St. John River a Boost

The Aberdeen Press Publishes Informative Article on St. John City and River, in Recent Issue.

That St. John city and river, in common with the rest of the province is receiving a fair meed of attention from the British press and that the writers have been pleased with what they have looked on in this part of the world, is again evidenced by the Aberdeen Press on the leading papers in North Britain. The publication of the following well written and informative article on the St. John river, in a recent issue, a copy of which has just come to hand, is a tribute to the river and to the city of St. John, and to the large river of Canada.

In the matter of size it does not enter into comparison with the St. Lawrence, which is a big river, the largest, in fact, on the Atlantic seaboard of North America. If the St. Lawrence is excepted, it is navigable for 150 miles from its mouth, and on its banks are situated the two chief cities of the province of New Brunswick, namely the capital, Fredericton, and the chief port, St. John. It has, moreover, all the dignity of a large continental river, and the charming scenery which lines its course makes its valley singularly attractive.

The traveller who approaches from the sea the city of St. John, where the river flows into the Bay of Fundy, is apt to get an erroneous impression of the province of which it is the principal seaport. He sees a busy town spreading up steep slopes; it has factory chimneys and bustling wharves, all indicative of industrial activity. Lumber lies piled up in immense quantities, evidence of such were required, of the province which New Brunswick occupies as a lumbering province. The rocky heights, however, behind and around St. John make it look like a rugged mountain city, and make the traveler fancy that the hinterland of such a town must necessarily be a wild and inhospitable sort of country. Nothing, however, could be further from the case. The scenery about the mouth of the St. John river may be said to flow into the estuary, but further up it is the exact opposite, consisting of broad meadows and orchard lands.

The estuary of the river St. John forms the busy harbor of the city of the same name. It is one of the two winter ports of Canada used by the trans-Atlantic liners when the St. Lawrence navigation is closed; and being the terminus on this side of the Canadian Pacific Railway it is in direct communication with Montreal and the West. Here there are large immigration sheds, and all facilities for the handling of goods and passengers. So rapidly has the traffic of the port increased that preparations are now being made for the opening up of an entirely new harbor on the northward side of the town.

The point where the St. John river may be said to flow into the estuary is a striking one; at that point it passes between lofty cliffs, and this imposing gorge, which is spanned by two stone bridges, is one of the features of St. John city. At this place may be seen the unique "reversing falls," where the water runs up the river bed, and according as the tide is flowing or ebbing, while within a stone's throw of the falls is to be seen one of the largest mills in Canada, a contrast between the picturesque and the industrial which is typical of New Brunswick.

In this part of the valley is situated the charming city of Fredericton, the capital of the province. Fronting the river, which is spanned by a long bridge, it is one of the most attractive of the cities of eastern Canada. The maritime provinces have several such cities, which present something of the old-time colonial character; and here and there Fredericton suggests former days.

The historically-minded of the town talk to the visitor of times when the citizens of Fredericton went about their business in stove-pipe hats and knee breeches, and tell him of a certain Rev. Jehoshaphat Mountain (a notorious name) who was once a great power in the place. Nowadays the city has the streets of villa residences, together with the provincial Parliament house and other public buildings. Many visitors come here from other parts of the Dominion and from the eastern States, for New Brunswick is a great sporting domain. The healthiness of the climate is thus described in a spirited pamphlet dealing with the city: "The death rate of Fredericton is so low as to be within the reach of all. It arises almost entirely from one of two causes—extreme old age or physical malady; and neither of these has any effect. The only thing that can happen to them is superannuation."

The bustling, business spirit of modern Canada runs through New Brunswick as it does through Nova Scotia, and everywhere there is evidence of the commendable desire that the great attractions for the settler and the holiday-maker of this, one of the long settled parts of the Dominion, shall not be allowed to be overlooked.

From St. John it is possible, as said to sail upstream for 150 miles, that is to say, as far as the town of Woodville. A good steamboat service is maintained on the river during the summer, that on the lower 84 miles between Fredericton and St. John being a daily one, and the sail up the river in fine summer weather is without doubt one of the most enjoyable things of the kind which the American continent has to offer.

New Brunswickers are justly proud of the scenic attractions of their great river, beside which those of the Hudson river, so favored by New Yorkers, must take a decidedly second place. Going upstream, the steamer when it leaves the rocky estuary and enters the river, passes into wide and winding expanses of water, bordered by steep pine-clad hills, maintained on the river during the summer, that on the lower 84 miles between Fredericton and St. John being a daily one, and the sail up the river in fine summer weather is without doubt one of the most enjoyable things of the kind which the American continent has to offer.

More than five million dollars in money orders is being sent as Christmas gifts from America to Europe this year. The tie between the old land and the new is tangible.

between stretches of fertile agricultural land.

The district through which it passes between Fredericton and Gagetown, is one of the most fertile parts of the province, and excellent land is to be seen on both sides. A great future awaits this district as a fruit-growing centre; and admirable orchards are to be seen at such places as Burleigh, which await but one thing, the labor of the diligent fruit-grower, to make them yield as copiously as any in eastern Canada. Considering the climate and the qualities of the soil, land may be bought here, and indeed throughout the whole St. John valley, on very reasonable terms.

Above Fredericton the character of the St. John river changes somewhat. Wooded hills rise on each side, with fields running up the slopes, and a great similarity then presents itself between this stretch of the stream and such Scotch rivers as the Dee and the Spey; indeed a Scotchman might find a Fochabers or Craigellachie there without straining his imagination in the least.

NEW NAVIGATION BUREAU TAKING DEFINITE SHAPE

Washington, D. C., Dec. 22.—The organization of a navigation bureau of the navy department, projected by Secretary Meyer, and now being carried out by Commander Phillip Andrews, as chief of that bureau, has been followed by the detail of Commander J. R. W. Blakey, now executive officer of the cruiser Washington, to relieve Commander H. A. Wiley in charge of the enlisted service of the Atlantic station with Admiral Nicholson, the new commander in chief.

POWDER PLANT GOES UP IN SMOKE; THREE MEN ARE KILLED.

Vancouver, Dec. 22.—The powder plant at Departure Bay, Vancouver Island, was wrecked by an explosion today and three men, J. Defries, Wm. Dee, and Joe Wilcox, killed, while several others are reported to have been badly injured. The cause of the explosion is as yet unknown, but an investigation will take place.



LITTLE WILLIE WALKED RIGHT UP TO THE TEACHERS' DESK AND ASKED THIS QUESTION, 'IF YOU CALL THEM GERMS IN GERMANY, AND PARASITES IN PARIS, WOULD YOU CALL THEM MICROBES IN IRELAND?'

HE DROVE A PRAY WHEN HE GREW UP.

McGILL UNIVERSITY EXAMINATIONS IN MUSIC.

Local Examinations in Theoretical music for all grades will be held on April 13th, 1912. Examinations in Practical Subjects will be held about a month later. Applications for admission should be accompanied by fees, must reach the Central Office in Montreal, or before April 1st, 1912. Forms and free copies of the Official syllabus containing full information are obtainable from the Local Secretary, Mr. D. Arnold Fox, 131 Princess St., 6th floor, or from the General Secretary, No. 323 Sherbrooke Street West, Montreal. Applications for Diplomas of Licentiate and Doctorate will be considered on the 15th of January, 1912. The examination will be held in consideration of the present list of Local Centres.

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