

The St. John Standard

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ST. JOHN, N. B., TUESDAY, FEBRUARY 3, 1914.

THE SUBURBAN TRAINS

It is sincerely to be hoped that the suburban residents who meet Mr. F. P. Gutelius, General Manager of the Intercolonial railway, on Thursday, will have a case so strong in support of their demand for a better service that he will be forced to take notice of it. At the same time it is well to bear in mind that Mr. Gutelius can hold no grudge against St. John or that portion of the I. C. R., where the suburban train service most affects the people of this city.

A section of the city press is politically interested in attempting to show that Mr. Gutelius is striking directly at St. John. There is no warrant for such an attitude, and the only excuse for its existence is in the desire to attack Mr. Gutelius, but the authority above him, the Minister of Railways, and through that authority the Board of Directors.

The utter unfairness of such a campaign is seen in the fact that the removal of suburban trains is not confined to the section between St. John and Hampton. It is a general order in effect over the whole system, and can probably be justified on the broad ground that the operation of the trains in question is not profitable. If the I. C. R. were a company owned railway, exactly the same course would be pursued. It is only the fact that it is a government owned road that affords the suburbanites the chance to object.

It will probably be remembered that, during the last election, the contention was frequently made that the I. C. R. should pay. When Hon. Frank Cochrane assumed control, he engaged Mr. Gutelius to do just what the people, and particularly the Liberals, had been insisting upon: run the I. C. R. on a business basis. That changes Mr. Gutelius deemed it necessary to make have proven unpopular, and in the latest case, as such as to cause much inconvenience and some hardship to a large number of people, is unfortunate, but in seeking to have the condition remedied, the suburban residents should remember that the I. C. R. general manager can probably furnish good business reasons for his action.

It seems about the wisest course would be to get Mr. Gutelius to plead the railway to a certain standard of suburban service, a certain number of trains per day beyond which it shall never be reduced, and at the same time see to it that the service is added to just as speedily as conditions warrant. Then I. C. R. suburbanites would know exactly what to depend upon and make their plans accordingly.

From the point of view of all interested in the development and progress of the splendid stretch of country between St. John and Hampton there is no apparent solution to the present difficulty, except to restore the trains that have been withdrawn, but Mr. Gutelius is yet to be heard, and if he simply puts up the straight argument that his office is to run the I. C. R. on a business basis, and the suburban trains were removed because they did not show profit in their operation, then it will be well for the persons affected to have a definite understanding as to just how far this profit earning is to be carried. Suppose the whole section from St. John to Moncton, or from St. John to Halifax, did not pay for its operation, would it be considered in the interests of good business to cut off the train service?

It is for Mr. Gutelius to answer.

THE BAY VINDICATED.

The report of the Commission of Enquiry into the loss of the Royal Mail Steam Packet Company's steamer Coburg on Trinity Ledges, off the Nova Scotia coast, was filed in Ottawa yesterday and it is gratifying to learn that there is nothing in the report which would make conditions in the Bay of Fundy at all responsible for the occurrence.

Captain Howson is censured for an error of judgment, but his bravery and splendid exhibition of manliness after the disaster has stood him in good stead and consequently there will be no action regarding his certificate. This also is good news for even though his fine ship paid the penalty of his mistake nothing has occurred to give rise to the opinion that he is anything but an English gentleman and a brave man.

Now that an official report has fixed the blame for the accident and removed all suspicion from the Bay of Fundy, that blatant Montreal insurance adjuster, Captain Cliff, who rushed into print to claim the Bay, should retire to the distant background. His attack was as groundless and unwarranted as it was savage. Men called the Bay of Fundy in perfect safety, at all seasons, long before that gentleman had discarded his infant clothes, and they will probably

continue to do so for years after he has passed to that limbo where, we are told, tellers of untruths are accorded an especially warm reception.

THE PANAMA CASE.

In language, forcible, and that almost may be termed hostile to the United States, the New York World restates the Panama tolls dispute. The World says: "To rid ourselves of one treaty with Great Britain relative to an isthmian canal we accepted another more favorable to us in its terms, which we have since undertaken to violate by act of Congress. By the Clayton-Bulwer treaty of 1850 we pledged ourselves jointly with Great Britain forever not to build a canal or fortify it as a work of our own. When Great Britain, in view of changed conditions, cancelled this agreement to facilitate the construction of an exclusive American canal, we solemnly subscribed in the Hay-Pauncefote treaty of 1901 to these words: 'The canal shall be free and open to the vessels of commerce and of war of all nations observing these rules, on terms of entire equality.'"

And to this the World adds: "In violation of this compact, Congress in 1912 passed an act for the government of the canal, now approaching completion, specifically exempting American coastwise vessels from all tolls. Urging upon Congress the repeal of this clause, the President goes to the root of the difficulty with characteristic directness. Great Britain wishes to arbitrate the matter, and a specific treaty with that country which might compel such an adjustment of the controversy has long been held up by the Senate. With too many Senators the question has been one of negotiation, bluff and force. With the President it is one of right, honor and duty."

In conclusion the World writer remarks: "When a nation is wrong and knows it is wrong, it should have the courage to act accordingly. When a Congress controlled by Democrats, who in other matters have proved to be honest, is respectfully asked to recede from a position involving monopoly, subsidy and bad faith, there ought to be no hesitation."

This seems to be remarkably strong language for a newspaper to use, not toward a political party, but to the Government of the United States in all its constituted authority. If a Canadian newspaper were to be equally forcible it would at once have the effect of arousing a suspicion that we, north of the line, are adopting an unfriendly attitude toward the Republic to the south of us. In the Panama Canal question, however, many of the best newspapers in the United States have supported the contention of Great Britain and Canada.

President Wilson, who has shown during his term of office, that he is very much a factor in the settlement of all questions confronting the United States, has expressed the determination that his country must play fair at Panama. And the likelihood is that he will have his way.

CURRENT COMMENT

Public Sentiment and Militia.

(Militia Gazette.)

The year 1913 has been one of marked progress in military affairs in the first division. Colonel W. E. Hodgin and his able staff deserve the thanks of the country for the splendid work they have done to increase the efficiency and stimulate the interest of all the officers, non-commissioned officers and men identified with the various arms and branches of the service in Western Ontario. The attitude of the people towards the militia has been materially improved as well. There is not the same indifference toward the claims of the force that is charged with the country's defense as there was a few years ago. It is not necessary to give details of all that has been done and all that has been attempted by those who are responsible for the instruction and administration of the First Military Division; but suffice it to say that every unit, every officer and every man in Western Ontario has felt that everything that is in the power of the division staff to do is being pushed forward to make the task of militia training more effective, more interesting and more enjoyable. This increased confidence in the leadership the appreciation of active sympathy at headquarters and the recognition of a genuine desire to help in solving "routinized" local problems has had the most far-reaching and beneficial effects on the whole force. There is another fact worthy of note, namely, that the press of Western Ontario is no longer antagonistic to the militia but is now giving to it a cordial support.

His Neglected Opportunity.

(Hamilton Herald.)

Seeing that Hon. Frank Oliver regards the tariff as "the root of all evil," the wonder is that he made no effort to report the deadly thing during his fifteen years' opportunity. Superior efficiency of the Whiskerless. (Oledele Blade.) The average man of today ought to accomplish more than the old-fashioned fellow who put in an hour or two every day stroking his whiskers.

THE STANDARD, ST. JOHN, N. B. TUESDAY, FEBRUARY 3, 1914

Diary of Events

HISTORIC DAYS IN CANADA

Twenty-three years ago today, Feb. 3, 1891, the dissolution of Parliament was proclaimed and Sir John Macdonald made what was destined to be his last appeal to the country. Immediately following the announcement the first shot of the campaign was fired with the publication of a dispatch which outlined the terms of reciprocity negotiations with the United States, contemplating a joint commission for the consideration of the renewal of the reciprocity treaty of 1854, with necessary modifications, and a reconsideration of fishery matters. The Liberals were willing to go much further in trade concessions than Sir John would, and the campaign was intensified by the publication of a statement by James G. Blaine, then head of the United States Department of State, virtually supporting the Liberal platform, and declaring that the Conservative reciprocity program would not be considered by the United States. Sir John's manifesto and Wilfrid Laurier's address to the people of Canada, by way of reply, were other features of a political campaign that attracted international attention. The government was victorious, but Sir John, worn out by his labors during the campaign, did not long survive to enjoy the fruits of victory.

THE HUMAN PROCESSION

VAN HORNE 71 TODAY

Seventy-one years ago today the stork visited the humble cottage of C. C. and Mary Van Horne, in Will County, Illinois, and left a son, who was christened William Cornelius. At thirteen he left the common schools in which he had secured the rudiments of his education to study telegraphy. A year later he was a full-fledged "kiss pounder" on the Illinois Central Railway. Necessity, rather than a bent in that direction, induced the lad to enter the railway service, for his early ambition was to be an artist. After several years as a telegraph operator on the Chicago & Alton, and on that line, at the age of twenty-one, he reached the distinction of train dispatcher. The years passed, and by successive stages the young Illinoisan rose to be superintendent of telegraph, division superintendent, general manager and finally president of the Western railroad.

It was in 1882, however, that William Cornelius Van Horne entered upon his real life work, which was to make him one of the great millionaires, but a knight. In that year he entered the service of the Canadian Pacific Railway as general manager. This, the first of the Canadian transcontinental lines, was then in process of construction. Lack of sufficient backing, political opposition and tremendous natural obstacles had prevented the completion of this link between the Atlantic and the Pacific. The former Illinois telegraph operator had ever confronted a railroad man, but with the aid of his great associates, Lord Strathcona and Lord Mount Stephen, it was cast in steel, and in 1886 a through service was inaugurated between Montreal and Vancouver. Two years later he was made president of the line, and twenty years ago he became Sir William C. Van Horne, K. C. M. G. Such, in brief, is the story of the rise of an Illinoisian to the height of knightly and the possession of millions.

After retiring from the active management of the great railway system, he was one of the builders, Sir William transferred his activities to Cuba and Jamaica, where he inaugurated many financial and industrial undertakings. His love of art persisted through all his business career, and painting and the collection of art objects has been his hobby since his retirement. His collection of Chinese and Japanese art is one of the finest in the world.

THE PASSING DAY

GREEK INDEPENDENCE.

Greek independence was finally assured eighty-four years ago today by the proclamation of the allied powers who had assisted the Greeks in their struggle against the Turks. During eighty-four years of freedom to work out their own destiny, the Hellenes have made great progress. In the recent Balkan wars the Greeks suffered more than any of the other nations involved. The situation that confronts Bulgaria finds no counterpart in Greece. From the nineteenth century to the present, Greece, once the world's centre of art and learning and government, was a mere remnant of the Turkish empire. The Moslem country sunk to a most miserable condition. The domestic institutions and religion of the Greeks were so different from those of the Turks that no amalgamation could take place. Now and then spasmodic efforts were made to throw off the yoke, and in the mountains many Greeks retained a rude sort of independence. In this state of mutual repulsion, and of barbarous oppression of the inferior by the superior race, four centuries passed. Yet the glorious memories of the Greeks kept alive the spirit of freedom, and in the early part of the nineteenth century the storm broke. Year after year the country was ravaged by swarthy hordes from Asia Minor, who committed the most dreadful atrocities. The Greeks fought on, against tremendous odds, living in caves and subsisting on roots and leaves. Contributions of money, provisions and clothes were sent to them from Europe and America. Eloquent voices were raised in their behalf—those of Webster, Lincoln and Everett in America, Byron, a host in England, and the Greeks gave up his life in the cause of Greek freedom. In the end, notwithstanding the hostile politics of the "holy alliance," the cause of Hellenic nationality triumphed, and on Feb. 3, 1830, the allied powers proclaimed Greece a free and independent nation.

FIRST THINGS

HORACE GREELEY.

The first penny morning paper in America was the New York Morning Post, which was founded in 1833 with Dr. H. D. Shepard as editor and Horace Greeley as printer. Prior to that by

IN LIGHTER VEIN

AND HE DID.

GOSH-A-MIGHTY-TO LIKE SOME LIMBURGER CHEESE. GUESS I'LL BUY SOME.



AND HE DID.



Why Not?

Teacher—"Now, who can tell me what political economy is?"
—Mike (embryo Tammany statesman)—
"Gittin' the most votes for the least money."

Various Girls.

I like the girl with smooth hands well enough.
I suppose she's as nice as any other.
But I think more of the girl whose hand's a bit rough.
Denote she has been helping mother.

Balky Tom.

"Run up stairs, Tommy, and bring baby's nightgown," said Tommy's mother.
"Don't want to," said Tommy.
"Oh, Tommy! If you are not kind to your new little sister she'll put you on her wings and fly back to heaven."
Tommy's reply came:
"Well, let her put on her wings and fly up stairs for her nightgown!"

Deaf and Dumb.

Deaf and Dumb Beggar (at an expectedly receiving a shilling)—"Oh, thanks, thanks!"
Benevolent Passer—"What does this mean, sir? You can talk!"
Beggar (in confusion)—"Yes, sir. Yes, sir, I'm only holdin' this corner for the poor deaf and dumb man who belongs here."
Benevolent Passer (quickly)—
"Where is he?"
Beggar (in worse confusion)—
"He's gone to the park to hear the music."

three years an evening paper called The Cent, selling for that amount, had had a brief existence in Philadelphia. Mount Stephen, it was said, had been in 1841 he founded the New York Tribune, a small daily paper that sold for one cent a copy, and thus laid the foundation for his future fame. From that time until his death in 1872 he was not only editor of the Tribune, but he was the Tribune, and he won a secure place as the foremost journalist in America.

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You Must See

clearly in order to work accurately. Both hand and brain are guided by the eye—and good vision necessarily means better work, more quickly and more easily done.

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Come early in the morning when the eyes are rested from the night's sleep and the results will be more satisfactory.

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Bare Facts.

The teacher of the class in English demanded that the pupils all write for their daily exercise a brief account of a baseball game.

One boy sat through the period homely wrapped in thought, while the others worked hard and turned in their narratives. After school the teacher approached the desk of the laggard.

"I'll give you five minutes to write that description," he sternly said; "if it is not done by that time I shall punish you."

The boy promptly concentrated all his attention upon the theme as the teacher slowly counted the moments. At last, with joyful eagerness, he scratched a line on his tablet, and handed it to his master. It read: Rain—no game."

Degree of Gratitude.

Tommy stuffs his little tank full, and it leaves him still thank-full. Top of all he eats a cruller. And it leaves him still thank-full. With ice cream the pain he lull. And that makes him feel thankful.

BREAKS A COLD IN A FEW HOURS—PAPE'S

First dose of Pape's Cold Compound relieves all gripe misery.

Don't stay stuffed-up!

Get Pape's Cold Compound! A dose of "Pape's Cold Compound" taken every two hours until three doses are taken will end gripe misery and break up a severe cold either in the head, chest, body or limbs.

It promptly opens clogged-up nostrils and air passages; stops nasty discharges; relieves feverishness, sore throat, sneezing, soreness and stiffness.

"Pape's Cold Compound" is the quickest, surest relief known and costs only 25 cents at drug stores. It acts without assistance, tastes nice, and causes no inconvenience. Don't accept a substitute.

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The price is very low in order to get it introduced.

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Monday, Jan. 5th

IS THE BEGINNING OF OUR NEW TERM.

A very generous and greatly appreciated patronage has made our last year our best year.

We trust that a continuance of the same patronage will make 1914 the best of all.

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S. KERR, Principal

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48 Dock Street.

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