

The St. John Standard

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ST. JOHN, N. B., SATURDAY, MARCH 28, 1914.

ELOQUENCE VS. FACTS.

While it must be admitted that the address which Hon. George P. Graham, ex-Minister of Railways and Canals, delivered in the House of Commons on Tuesday and Wednesday of this week, was an eloquent and able effort, and while there is every disposition to be fair to Mr. Graham and appraise at its full value every point he made, it cannot be said that his oration of seven hours and ten minutes duration was of serious effect in explaining away the charges contained in the Stanton-Gutelius report, and until the apologists of the defunct Liberal government can muster evidence of fact to the support of their eloquence they must remain convicted under every charge against them.

Throughout his speech Mr. Graham adopted a high tone and attempted to create an atmosphere of honesty about him. He was at great pains to declare that he desired to discuss the matter from a thoroughly non-partisan standpoint, only in the interests of the country at large. This, he said, was not a question for parties or for sections and to illustrate his own attitude cited an instance where an Ontario man had asked him, as an Ontario representative, if he would dare to stand up in the House of Commons and do anything that would prevent traffic coming down the Temiskaming and Northern Ontario Railway from Cochrane, and said Mr. Graham, "I said you do not know your man. I am not from the Province of Ontario only; I am proud to be a resident and a native of that province, but when I am in the House of Commons I am from the Dominion of Canada, and any effort made to cripple any part of it is not creditable to the men who make that effort."

This may probably appeal to the general public who, on Thursday morning, read Mr. Graham's oration in their newspapers as a fine, high-minded, independent and altogether commendable viewpoint from which to approach the consideration of a question of such importance as this, but Mr. Graham was merely doing as he has always done—playing for the gallery and attempting to set himself up as a man of independence unblemished by partisan desires, when, as a real fact, his sole idea and purpose was to discredit the report containing so many damaging disclosures.

And he exposed his own hand. Later in his address he attempted to create political capital against the representatives of St. John, Halifax and Quebec, and by ingenious, skillfully introduced, statements and questions to inflame the people of those constituencies against their representatives in the Cabinet.

He charged that the present government had reduced the standard of the railway by the installation of higher grades than were originally provided for, and that, by this action, they were striking a mighty blow against St. John, Halifax and Quebec. Let us see just how much truth there is in this statement, and to be entirely fair, we will quote Mr. Graham's contention on this point.

Mr. Graham is reported on page 2211 of Hansard as saying: "The late Mr. Hays and Mr. Chamberlin, in discussing this question of the standard of the road with me some years ago, took the ground absolutely that the only way in which St. John and Halifax could receive the benefit of the Grand Trunk Pacific traffic was by building a road not equal but superior to the standard of American roads; so that the superiority of the Canadian road over the American roads would overcome the difference in distance as between Canadian ports and American ports."

Summarized, and in other words, this means that the hauling capacity of the National Transcontinental Railway, by reason of its four-tenths grades, will be so much greater than that of any road using virtual or velocity grades as to overcome the longer distance haul to St. John and Halifax.

Now, in the first place, it is necessary to point out that the Liberals themselves contended that the route of the National Transcontinental Railway will present a shorter haulage to St. John and Halifax than any other route to Atlantic winter ports. If they were correct in that statement it would appear that it would be unnecessary to increase the hauling capacity of the new railway by grades more expensive than those already used on the longer roads. The trade of Canada is increasing by leaps and bounds. St. John and Halifax must get it, and to attempt to defend a great waste of public money by the statement that this money was used to provide four-tenths grades, to enable a shorter railway to compete against a longer railway, using velocity grades is an altogether foolish proceeding.

Mr. Graham is wrong. The original

plans for the Transcontinental Railway provided for four-tenths grades and Mr. Fielding said that even with these it could be built for \$61,415,000. What has been done in the interim to raise the cost from the figure quoted by Mr. Fielding to that enormous total which the report of the investigation commission says it will cost?

On April 18th, 1913, Mr. Gordon Grant, the chief engineer, and not a partisan, submitted an estimate showing that the cost of the completed railway would be \$161,307,800, or \$99,890 per mile of main line. This estimate can be found in detail in the report under the head of exhibit No. 8. This shows a difference of almost \$100,000,000 between the estimate of Hon. Mr. Fielding and that of the chief engineer. And Mr. Fielding declared that his estimate was most carefully prepared after consulting with the best railway experts in America.

Can Mr. Graham or any other man in the Liberal party explain what became of that hundred million?

The Liberal party tell its readers where it has gone or what was the hypocritical influence brought to bear upon the watch dogs of the treasury under which they permitted contractors and middlemen to get away with one hundred million dollars of the people's money?

If they do know, dare they reveal their knowledge for the benefit of the men who have to pay the bills?

The facts will not down. On Tuesday and Wednesday he brought to bear every trick and artifice at his command, and still he did not succeed in dispelling the charge that the Liberal government permitted a great undertaking to be carried on in such a criminally wasteful manner that the people of Canada for years will carry a grinding burden of debt.

These are things the Canadian people will demand to know about when the Liberals again appeal to them in opposition to the government which has brought honest administration to bear in Ottawa. And they will insist upon the information, not only from George P. Graham, but from our own William Pugsley, who was in the House of Commons and the Dominion Cabinet while much of this looting and grafting was going on and who did not raise his little finger to stop it.

They will ask the question of every man who as a Liberal candidate, or Liberal champion, stands up to attack the present administration. The Liberals, when in power, permitted grafters and middlemen to walk away with many millions of dollars of public money. What evidence is there that if ever returned to power they would not do the same thing again?

STANDS FOR THE FAIR DEAL.

Hon. T. W. Crothers, Minister of Labor, and the member of the cabinet who so completely answered the attacks of Alphonse Verville and E. M. MacDonald when made in the House, some weeks ago, has given additional proof of his keen interest in the workmen of Canada. Last week he addressed the Canadian Club of Kingston, Ont., when he dealt with labor conditions, and in that address made a strong appeal to all employers to pay their men a wage sufficient to support them in comfort and permit them to put something away for the days of old age when their earning capacity will have diminished. He declared it as his opinion that much of the labor unrest was due to low wages and failure on the part of employers to recognize the fact that the working man had a heart as well as a mind, and emotions as well as muscles. Labor unions had done a great deal towards remedying this condition but they had much yet to do. There was need, he said, of greater co-operation between capital and labor which would result in the upbuilding of the entire country.

There is no question that Mr. Crothers is well within the mark in his opinions on this question. Coming as he does from a constituency where there are large numbers of workmen he is in a position to form an intimate knowledge of their needs and aspirations. Since his selection for the ministry of labor he has more than made good in his dealings with the men who come under his care, and when he is attacked by partisans such as Mr. Verville, Mr. MacDonald, and our own Mr. Carvell the reason is not far to seek. They are more concerned in making political capital than in accomplishing any real good for the men who earn their daily bread by the labor of hand or brain.

There are now a sufficient number of women qualified as voters in Chicago to change radically, and for the better, the present situation in that city. The April election will determine whether they will use their newly acquired privilege to the advantage of the community.

Diary of Events

HISTORIC DAYS IN CANADA

On this date in 1891 the Canadian Pacific railway was completed from ocean to ocean and became a truly transcontinental transportation system, the only one in America. The great railway, built at such tremendous cost in money, mental and manual labor and parliamentary conversation, was completed between Montreal and Vancouver in 1886, but it was not until nearly five years later that its eastern terminus reached the Atlantic. After the completion of the Montreal-Vancouver main line, the company began gradually to acquire smaller lines to link together the Atlantic-to-Pacific system and to serve as feeders. These roads included the New Brunswick system, the North Shore, the Canada Central, the Atlantic and Northwest, the Montreal & Ottawa, the Toronto & Bruce, the Credit Valley, the Sudbury & Sault Ste. Marie, the St. Lawrence & Ottawa, the Manitoba & Southwestern, the Minneapolis & St. Paul and the Edmonton, and many others. Since the completion of the Atlantic to Pacific line, the work of construction and assimilation has been continued until the system's total mileage is about 14,000, the greatest of any single system in the North America.

March 28 is the anniversary of the birth of Jacob Harold Gallinger, United States Senator from New Hampshire, and also the anniversary of Maj.-Gen. Baron Aylmer, long stationed in Canada, 1842. The steel arch bridge across the Niagara river was completed on this date in 1857.

THE HUMAN PROCESSION

"FRANCE'S ROOSEVELT"

Aristide Briand, former Premier of France, and now a Roosevelt of the republic in that he is the leader of a new organization, will celebrate his fifty-second birthday today, having been born at Nantes on March 28, 1862. M. Briand, consigned to the shelf by the party of which he was formed, has followed the example of Roosevelt and launched a political movement, popularly called "Briandism," which is playing a prominent part in the campaign now being waged in France. The parliamentary elections to be held next month will demonstrate the strength or weakness of the Briandists, but at present the ex-Premier is the man of the hour in his native land. No less than 105 Republican senators and deputies joined with Briand as charter members of his party, and since then a number of others have hitched their political wagons to his star.

Mr. Briand has been a powerful cabinet minister among those who have chosen Briand as their leader.

Mr. Briand, like Col. Roosevelt, has had much to say about political machines, patronage and graft, and his announced object is to free that glorious France from its political machine and to put it on a basis of honest government.

In his political warfare M. Briand, like Roosevelt, has made no secret of his appeal to the shopkeepers, farmers, small capitalists, and the well-to-do middle class generally, and is opposed by the Socialists and Radicals on the one hand and the Clericals and Royalists on the other.

In his campaign speeches M. Briand has urged the necessity of putting the good of France as a whole before the considerations of local politics, and he declares that power only by splitting the country into warring factions, and building up local political machines held together by patronage, instead of trying to unite the country in a concerted effort to realize republican ideals.

He charged that M. Caillaux sacrificed France's foreign policy to his personal political ends, and lays at his door all the woes and misfortunes of Europe and northern Africa.

Briand began his political pilgrimage on the backs of the workingmen, as his former "contract" partner, M. Caillaux, as soon as he had tasted power. Born and reared in humble circumstances, he became a lawyer, and was sent to the Chamber of Deputies as a socialist. An orator of great ability, he talked his way to the forefront of affairs and acquired a high reputation for statesmanship by his conduct of the separation of church and state in France. From that bitter political warfare he emerged triumphant, and in 1909 he became premier. During his first ministry he adopted such methods in suppressing the great railway strike as to alienate his few remaining admirers among the socialists. After nineteen months his ministry was brought to a premature end by a vote of no confidence. His leadership was brief, and he retired from office conservative-progressive-radical and a trifle socialist party.

Personally M. Briand bears a striking resemblance to Lloyd-George, and his political principles are somewhat akin to those of the eminent Welshman. Indeed, there has been a large element of similarity in the careers of Briand, Lloyd-George and Roosevelt, although the American ex-President cannot boast of having risen from such humble circumstances as surrounded the youth of the French and British statesmen.

FR T THINGS
PRISONS.

The first architect to specialize in prison construction was the first in planning such grim buildings, was John Haviland, who died in Philadelphia sixty-two years ago today. Haviland was born in England and learned his profession there, but came to America in 1816 and took up the work of designing prisons. Most famous of his architectural works, perhaps, was the old city prison in Center street, New York, appropriately called "The Tombs." To provide better accommodations for society's outcasts, and to give them as much light and air and sunshine as possible, he became a partner with Haviland. The penitentiary at Pittsburgh was the first drawn after the plan of radiation which was suggested by Jeremy Bentham and put into effect by Haviland. Other prisons

Little Boy's Note Book

Did you say anybody was writing this evening, pop, and me, sup-
Heaven forbid, said pop.
Mr. and Mrs. Wilkins said they were writing there little baby over.
O heck, said pop, I can't be a wa-
The treat without meeting him and
being bored to death by his re-
tial of the wondrous child's ex-
hibition of jealousy, and now when
I get myself comfortably led in
the expectancy of a kweezing
at home, I hear that tharling to
bring the brat around and sit it
at me.

Fart rum that, they prob'ly woot-
even let you hold it, sea.
Heaven forbid, said pop.
Why, I think it's a perfect little
boy, said ma.
Why do you wimmin inably al-
lude to them as little bayed pop-
dore you no a baby wood inna-
cherril if it wasn't little.

And jest then the doanl rang-
ringing about 2 minis by their re-
tial of a little while and thoppin-
the way t usually dux.
Just as No. 2 years avo the
mischief can be ringin' like that
that sed pop, do they think are aw-
doff or wat. And he stal to run
widespread commotion his hobby
and wen we got half wawn the
bell stard to ring aw keepin
own doing it as if it did no how
to stop.

Wat, agen, sed pop, I wen he
opened the front door the bell was
jill ringing, and who wuzin' it if
but the Wilkinases baby, Wilkins

holding him up so he could him do it
and Mrs. Wilkins standing there laff-
ing.
Hay, dont do that, dont let him do
that sed pop, thats a delakit bell and
I jest fixed it the uthir day.
He wont heers it, sed Mr. Wilkins,
he pushes it jest for awl the wold like
a grown up perrin wood, jest look at
him, Potts.

I saw him, sed pop, kum awn in,
wont you, that hes a delakit, I tell you.
Jest a minit sed Mr. Wilkins, he
wants to ring it a littel moan, look-
look, he assully not wat hes doing.
And he kepp holding the baby up and
the baby kepp pushing the buttin, and
the bell kepp awn ringin' as if it was
never going to stop.

Its a delakit bell, I mean it, sed pop,
I jest fixed it the uthir day, you have
no idee how easily it goes Mr. W. J.
Hes going to get tired in a seckind
and then he will stop himself, sed Mr.
Wilkins. And the baby kepp pushing
the buttin and awl of a sudden the bell
stopped ringin'.

There, hang it, its broke, sed pop.
I told you it was a delakit bell.
Well it coodent of bin in very good
condishin to get out of order that red-
dilly, sed Mr. Wilkins, anybody
nos a baby can push verry hard.
Kum in, kum in, sed pop, Mrs. Potts
is upstairs waiting for you and be-
sides holding this dear open makes a
draft.

And Mr. Wilkins and Mrs. Wilkins
and the baby, with its minis in Win-
fold, calm in, and this mornin' pop
fixed the bell agen.

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and the State prisons of New Jersey
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was also the architect who United
States Mint at Philadelphia and other
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him widespread commendation. His hobby
was Egyptian architecture, but his
life work the planning prisons.

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ing muscles, do this and the pain will
go. You see Nerviline isn't, not only
therefore it sinks n. penetrates
through the tissues, it is right to
those stiff, sore muscles irritated
nerves that make you aace with
pain.

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joints, lameness, or rheumatism by
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doesn't burn or irritate the skin.
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Jersey top, which clings
like, Emerald, Rose,

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