

The Evening Times and Star

ST. JOHN, N. B., JULY 13, 1914.

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A LIFE SACRIFICED.

This community is seldom stirred by such a universal feeling of regret and sympathy as has been evoked by the death of Policeman Frank O'Leary. It had been hoped until Saturday night that his gallant fight for life would be successful, because his splendid constitution seemed to have rallied for several days in spite of injury which the surgeons regarded as almost surely fatal. A brave and capable officer has lost his life in the faithful performance of his duty, and his fellow citizens should see that his grave is marked by a suitable monument to tell to later years the story of that devotion and that sacrifice. The charge of murder must now be laid at the door of the wretched youth who lies in jail, apparently thus far little concerned about his crime. The social conditions in St. John which have led up to the series of crimes culminating in the murder and the death of an officer should surely arouse public sentiment in this city, to the point where the people shall insist on a more satisfactory state of affairs in the police department, and shall also promote such a work for social betterment as will bring all the boys under better influences and more careful supervision in their leisure time. The life of Officer Frank O'Leary is too high a price to pay for conditions which perhaps leave the citizens free to go their way, but which result in an altogether unsatisfactory police service, and in the growth of the gang spirit and of criminal tendencies among the boys. Frank O'Leary did his duty. If more of the citizens of St. John did theirs, and carried into practice that which is involved in a profession of the Christian faith, there would be less juvenile delinquency, and less to shame our boasted civilization.

VERY INTERESTING FIGURES

That is a very interesting comparison which is made of the various estimates of the cost of the Southampton Railway. They are as follows:

Engineer D. W. Brown	\$805,000
Engineer Johnson	\$91,500
Mr. Pinder's counsel	\$28,000
Government engineers	\$150,000

Commissioner Pringle says he prefers the estimate of his own engineers, which is \$159,000, to that of Mr. Pinder's counsel, which is \$28,000, but for all of which the necessary books, accounts and vouchers have not been submitted. Since this railway secured government aid to the extent of \$224,000 it is perfectly clear that the builders were not called upon to risk their own capital in the enterprise. In fact Commissioner Pringle is of the opinion that the subsidies left a very comfortable margin after building the railway. It is a significant fact that the cost of the road as presented by counsel for the defense is \$66,600 less than was represented in Engineer Johnson's report to the federal government.

THE ONTARIO LIBERALS

The Montreal Herald pays this tribute to Mr. N. W. Rowell, the provincial Liberal leader in Ontario:

"There will be nothing but appreciation of the work which Mr. Rowell is doing in the reconstruction of the Liberal party. His splendid energies and great gifts of mind and heart have been placed unreservedly at the disposal of the party. If he has not led them to victory on this occasion, he has at least made them once more a great fighting force in the province, and has sowed the seeds which will lead to a great harvest later on."

At a meeting in Toronto of the supporters of Mr. A. B. Farmer, the single tax candidate, who was endorsed by the Liberals, but failed to secure his election, it was declared that the time to begin for the next election campaign is now and that every effort must be made to enlighten the electors on the subject of tax reform, as well as the other features of Liberal policy. Among the speakers was Dr. J. A. Macdonald who said:

"The business for all who care about reform is to begin, not two or three weeks before the next election, but now; to make active now the issues which must be issues at the next election. What we want in Ontario," he said, "is some injection of what has transformed the Liberal party in Great Britain. I do not feel the least discouraged at the result of the recent election. We must go it again. For the first time this province has been brought up short by a monopoly which it had nurtured, and when the time came we found that it was a serpent we had been nurturing in our bosoms. The one thing our opponents are afraid of is the releasing of a vital idea, and the time is now ripe for its propagation."

The Royal Commission will resume its sessions this week. Will Mr. Berry and Mr. Corbett attend?

The Standard's zeal for explanation will doubtless receive some further encouragement before this week is over. There will be things concerning which its explanation will be awaited with universal interest.

Mr. Carvell of trying a grand stand play by sending copies of his letters to Action-Premier

Clarke to the press before Mr. Clarke got them. The fact is that Mr. Carvell sent the letters by messenger to the Barker House, believing Mr. Clarke to be there. The letter had gone, however, and it was necessary to mail them to St. Stephen. That they are interesting and important letters the Standard will agree.

The result in Manitoba is so close that both sides are still claiming a victory. It is evident that if the government should in the end have a majority it will be so small as to make its life extremely precarious.

The feeling expressed at Ottawa is that the result of the Manitoba elections will so frighten the Borden government that it will not go to the country next fall, but hold on to power in the hope of better times, both politically and otherwise.

In a speech to Ulster volunteers yesterday Sir Edward Carson said he could see no immediate evidence of peace. It is much to be regretted that he takes this view of the situation. If the peace is broken it will be in defiance of the king and constitution, and such a course could have but one result.

The Royal Commission finds that the first officer of the steamer Storstad was entirely to blame for the Empress of Ireland disaster, in that he "was wrong and negligent in altering his course in the fog and in failing to call the captain when he saw the fog coming on." This disposes entirely of unpleasant reflections which were made upon Captain Kendal of the Empress of Ireland. It is at least a satisfaction to know that the inquiry has convinced the commission that the awful disaster was not due to negligence or bad seamanship on the part of those who had in their care many lives.

The Standard continues to be deeply concerned over the moral condition of this newspaper. For obvious reasons it would like to get at the sources of immorality enjoyed by this journal of the people. But what the citizens would really like the Standard to do would be to express its views concerning the Southampton Railway, the Valley Railway and the steel from the lumbermen, and to give the name of the author of the Foresters Bill. Also it might inform the public concerning the present relations between Mr. W. H. Berry, Mr. James H. Corbett and the provincial government.

In a review of Dr. Kerschenshtine's book on "The Schools and the Nation" the Manchester Guardian observes that the schools of Munich under his directorship have become the models of the whole of Germany and are finding imitators both in Europe and America. The Guardian says that in reading the book two thoughts constantly recur. We quote: "We have first his belief in the educational and social value of creative work. The average boy gets more good from making actual things of interest to himself than from any amount of mere book-learning. And, secondly, his delight in creation, when shared by a band of workers co-operating for the attainment of a common end, is converted into a socialising force which may be used to counteract the many disintegrating influences that threaten the fabric of the nation's life. Each boy or man may be led to feel that he is helping to make something which will be of use to others, just as each trade may feel that by supporting its own continuation school it is contributing to the welfare of the city or nation."

HARD TO PASS FOR A TAXI-DRIVER IN LONDON

London, July 13.—A report from the Knowledge of London School, where taxi-cab drivers are trained, shows that the best pupils are those who come from other places. The born Londoner is so used to moving by instinct in his own quarter, and so little interested in remembering the various points by name that he is easily outclassed by the man new to the city.

The school gives training indoors with maps, and bus excursions to different centres of interest. London has 33,000 streets for the students to learn. Examinations conducted by Scotland Yard, and are so difficult that not more than half of those taking the course succeed in passing.

Women applicants are denied taxi licenses in London on the ground that they would be unable to handle dirty patrons.

You can lay a tiled hearth for your home many tiles you will require. These you can get from any ironmonger for twopence each. Then mix a four paste and spread it evenly and thickly over the hearth. Lay on the tiles, pressing them down very firmly, and leave them set for an hour or two. These will stand as well as if set with cement, and you can remove them if you wish when removing from the house.

The longest underground thoroughfare in Great Britain is in Central Derbyshire, where you can walk several miles upon a road connecting several coal mines.

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LIGHTER VEIN.

"I have come to ask for the hand of your daughter," said the young man. "Have a chair," said her father, kindly. "I presume you have made an estimate of what it will cost to keep my daughter in the style to which she has been accustomed?"

"I have, sir."

"And what are your figures?"

"Ten thousand dollars a year."

"I'm sorry, my boy," said the older man, "but I cannot afford to throw away \$20,000 a year. Another suitor has figured he can do it for \$8,000."

Some time ago there was a homicide case in a western court in which there was considerable doubt as to the guilt of the accused. The trial judge seemed to share the popular belief.

"Gentlemen of the jury," said he, in concluding his charge, "if the evidence in your minds shows that pneumonia was the cause of the man's death you cannot convict the prisoner."

Whereas the jury retired and in about ten minutes the constable returned and presented himself before the judge.

"Your honor," he remarked, "the gentlemen of the jury want some information."

"On what point of evidence?" asked the judge.

"None, judge," was the rejoinder of the constable. "They want to know how to spell pneumonia."

"When Billington bought his new house it was with the express understanding that he should have a room all of his own—a den or study."

"Yes, I know what you mean. Did he get it?"

"With a sewing machine, a cutting table, two dressers, darning stool, sewing chair and a full length mirror."

"How?"

"What time will this train reach Perkins Junction?" asked a traveler on a short line railroad in Missouri.

"He was not the big American, the conductor affably. "Me and the engineer are going to get off down the road a piece and hunt rabbits for a spell."

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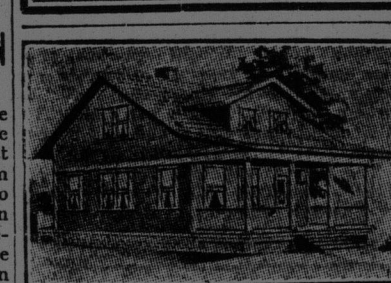
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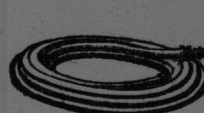
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LITERARY FOLK

Maurice Hewlett Plans a Visit To Canada

AUTHOR OF FOREST LOVERS

Winston Churchill to Complete Lord Wolsey's Unfinished History of Marlborough—Hyne as Head of a Movies Company

(Times Special Correspondence.) London, July 8.—Maurice Hewlett, who has just completed, after much using, to give a series of readings from his works on your side of the Atlantic, talked with me for half an hour or more and yesterday about his forthcoming trip and his literary plans generally.

"This will be my first visit to this country," he said, "and I am looking forward to it with keen pleasure. I am planning now to arrive on or about February 1, and to sail home again about April 1. No, I'm afraid I've hardly given a thought to exactly what my readings will be."

He was asked to read from his American and Canadian cities. Hewlett, who was born in 1861, looks his audience well to hope for the early return of the Unionist party to power, and Winston, it is said, received the compliment with a most affable smile.

The hundredth anniversary of Charles Reader's birth at Ipsden, in Oxfordshire, has just passed practically unnoticed though I would be willing to bet something that the fact is not unknown to Sir Arthur Conan Doyle, (now on your side of the water) who has recorded his conviction that "The Clotter and the Hearth" is the best novel ever written.

It seems that Reader, who personally thought "It's Never Too Late to Mend" his best work, really sought material in the press of the day. "His pursuit of actuality," says a recent biographer, "was 'was persistent, laborious, and the storing of innumerable press-cuttings on all manner of subjects. He would devote one whole day a week to this work, and became an adept at spotting likely articles and paragraphs, and a master of the art of indexing."

Reader, who stood over six feet high and had a bearded and leonine face, with fine brown eyes, began his working day at nine, having breakfasted at eight and he wrote on hour after hour until two or four. Lunch he described as "an insult to one's breakfast, and an outrage on one's dinner." Describing a call on him, John Coleman wrote:

"Though 'twas near midday, the breakfast things were still on the table. Crumpled newspapers from the Times to the Police Gazette, from Galleries to the New York Clipper, were strewn about the floor; huge clothes-baskets were crisscrossed with all kinds of rubbish, and a bundle of books and magazines lay in a heap on the table under the window. Three or four agendas and scrap-books were at his feet, while half-a-dozen folio sheets of draughted MS. bespattered with ink, bescribbled with hieroglyphics, 'deleted' here and 'retted' there, and interlined

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Duke of Marlborough, which the late Lord Wolsey left unfinished. A personal friend of opposite political conviction, who possessed a fine literary quality, remarked to him the other day, that the prospect of this volume was a most sufficient reason to hope for the early return of the Unionist party to power, and Winston, it is said, received the compliment with a most affable smile.

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everywhere, were scattered about in systematic confusion."

Of C. J. Cutcliffe Hyne, we have heard comparatively little of late, though a new romance of his entitled "Firemen's Hot" recently made its appearance, but like Richard Harding Davis and a lot of other born story-tellers, Hyne has become considerably interested in "movies." He is head of the Captain Kettle Film Company, and keeps busy posing his staff for picture plays, arranging wreck scenes in Morecambe Bay, near which he lives, or superintending the rescue of the fair heroine from the watery depths of an adjacent canal.

Continental Railroad Building Africa is building close to 2000 miles of railway a year at the present time, and five years from now may be adding new lines at a 50 or 100 per cent greater rate. That continent will never have the great aggregate of railroads of Europe, Asia or North America, nor do any parts of it bid fair to attain the density of construction of the United States or Europe; notwithstanding this, a carrying out of its practicable and probable projects at the present rate of progress will give it one and possibly two north-to-south lines traversing its whole length before any such consummation is effected in Asia, Australia, or the two Americas. At the present time Asia has one east-to-west transcontinental railway, South America the latter continent may be able to boast a half dozen lines from coast to coast before either of the others can claim to half that number.

The reason for this is to be found in Africa's unique geographical position, and there, as elsewhere, but more or less surmountable, physical obstacles to railway construction—mountains, rivers, lakes, deserts, and ice and snow. The latter, when bordering on the peninsula, is the worst of these, and Africa chances to be the only one of the great continents which has no regions of long or perpetual winter. It is not likely that railways will ever be built to reach the ice-bound extremes of North America and Asia, but in Africa, which has no

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frigid belt, there are no extensive regions—not even in the Sahara, in which the shriek of the locomotive may not and probably will not, be heard before many years.—From "The Railroad Conquest of Africa," by Lewis R. Freeman, in the American Review of Reviews for July.

A good black ink mixed with white of egg will restore the color of black kid shoes or gloves.

Not till the middle of the 18th century did sea-bathing become fashionable.