

The Standard



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ST. JOHN, WEDNESDAY MORNING, AUGUST 24, 1910

GOVERNED BY CORRUPTION AND HYPOCRISY.

There was a time when Mr. Henri Bourassa was identified with the Liberal party, and, if he had so willed, could have been a member of the Liberal government. Today he is a free-lance with an untrammeled opinion on public questions, and adds his unhesitating testimony in condemnation of the government to which he once owed allegiance. Interviewed in the Standard of yesterday Mr. Bourassa declared that Canada was governed today by "corruption and hypocrisy." Mr. Bourassa is a maker of phrases. He could have framed nothing more concise or to the point as an indictment of the methods of the Laurier government. Corruption and hypocrisy! Corruption first and then the whitened sepulchre of hypocrisy to hide the unclean sight within.

The history of the Laurier government is a record of graft and corruption. The money and resources of the people of Canada have been used for the personal aggrandizement of the colleagues of Sir Wilfrid Laurier and not for the development of the country. Millions have grown and flourished, and the hand of the graffer has been outstretched in the land. The Saskatchewan valley land deal, the Moncton land deal, the irrigation scandals in the West, the notorious timber limit manipulations, by which the whole of the timber of the prairie country was permitted to fall into the hands of speculators and political friends; the McAvity dredging raffle-off, and the Sawdust wharf deal among the lesser iniquities; these and many other scandalous transactions have stamped this administration as being rotten to the core. The government with its horde of hangers-on has been a drag on the wheels of progress. Canada is prosperous, but it is in spite of the Laurier clique, and because of her sheer natural opportunities.

Sir Wilfrid Laurier has surrounded himself from time to time with men whose reputations smelted to Heaven. In every department investigated, political debauchery has been brought to light. The "clean" departments are those which have not been investigated. Three life-long Liberals, Mr. John M. Courtney, C. M. G., retired deputy minister of finance; Mr. Thomas Fyfe, of Montreal, formerly manager of the Merchants Bank of Canada; and Mr. P. J. Bazin, retired merchant of Canada, were appointed by Sir Wilfrid as a Royal Commission to inquire into the operation of the Civil Service Act. They only touched the fringes of departmental inquiry, and reported among other things that patronage seemed to run more or less through every department of the civil service; that it was the universal feeling among the officials who gave evidence that this patronage evil was the curse of the civil service; that the character and quality of male candidates had declined; that people had been brought in from the outside over the heads of men who had given their life-time to the departments; that in the outside service politics entered into every appointment. "The politics of the party," ran the report, "is of greater importance in making appointments and promotions than the public interests of the Dominion. Those who have the political pull use it for all it is worth."

Dealing with patronage and prices the report states that large amounts had been spent for supplies bought from those enjoying political patronage at what might be called retail rates; that heavy expenditures had been incurred without necessary consideration; that according to the auditor general's evidence in one department he did not believe in the certificates received; and that stores had been received which were not wanted and which it was difficult to get rid of.

The members of the Royal Commission were not looking for corruption and incompetence, but they found them rampant, and the civil service corruption is trifling compared with the land, timber, railway, contract, independence of parliament and other scandals. There is no difficulty in substantiating Mr. Bourassa's statement that Canada is being governed by corruption.

And hypocrisy follows hard on the heels of corruption to cover up the graft, the stealing and the knavery. Time and again the extravagance of the Conservatives has been denounced, yet the government spends more than double their opponent's most extravagant appropriation. A conservation policy was loudly proclaimed, and a commission was appointed to carry it out. At the head of that commission was appointed a man under whose maladministration the public resources were alienated and wasted at a rate previously unheard of. Sir Wilfrid Laurier's fiscal policy was "tariff for revenue" with free trade as the goal—"free trade as they have it in England." Trusts and combines were denounced because they "oppressed the people." Yet today the trusts and combines are more numerous, more powerful and more insolent than ever, and the tariff is essentially the tariff of the Conservative party.

In matters of transportation the double faced attitude of the government has been equally glaring. "Railway subsidies are a fruitful source of jobbery, speculation and corruption" was the declaration in the Laurier campaign literature. To name only the National Transcontinental Railway, the most recent project, it was estimated to involve a public investment of \$50,000,000. It is now certain that over \$200,000,000 will have been sunk before it is completed. Demands for an investigation into scandals have been continually voted down with the hypocritical cry that there was nothing to investigate when the evidence of wrong doing was patent to all the world.

The opinion expressed by Mr. Bourassa that Canada is governed by corruption and hypocrisy is borne out by evidence of the flagrant abuse of a public trust

in practically every department of the government service. There are signs of an awakening in political affairs and it is high time that the people of Canada, took the house cleaning into their own hands. With good and honest government such as Mr. R. L. Borden has pledged himself to bring into being, Canada will advance by leaps and bounds, not only in material things, but in the esteem and good will of the world.

NO MORE MEERSCHAUM.

A wall is raised in Germany over the end of meerschaum. The Norddeutsche Allgemeine Zeitung states that the beds of meerschaum clay in Turkey and Asia Minor are nearly exhausted, and that other sources of supply are insignificant, and that we must turn to other materials for our pipes and cigar holders, a condition of things which if true will grieve some smokers. We have confidence enough in Mother Earth and human persistence to count on new discoveries whenever the Turkish beds give out; if the demand alone does not spur on the seekers, a high protective tariff may bring the new beds to light. The Allgemeine finds comfort in the thought of the calabash as a substitute.

To confirmed smokers a meerschaum pipe is chiefly a means of education; it marks a phase that every man must go through. The thought and care that a college freshman puts into coloring his first meerschaum, the patience he must learn to exercise in the process, the affection and pride with which he regards it, develop his mind and fit him for life more than his studies or his athletics. It is one of the few artistic feats demanding leisure that are left to modern life. Its chief charm is that it takes time.

But because smoking calls for leisure the loss of meerschaum can only affect a limited number. Workaday life needs something less fragile, and to-day in the woods and on the water and in city offices it is the briar wood pipe that men are taking their comfort from, save those lucky enough to have a real cornucopia or the heroes that pull at the common clay. There is a common impression that Germans usually smoke meerschaums. They may in these days of the Fatherland's opulence, and most Germans have meerschaum cigar holders that on state occasions replace the weisbach "spitze," but the real German pipe with its long stem is made of china adorned with sentimental pictures in color. German carvers may mourn the loss of meerschaum; German smokers will not miss it much.

All the same, there are peculiar delights in a meerschaum pipe that would cause regret for its relegation to museum shelves as an extinct curiosity could the Allgemeine's fears be taken seriously. The smoker is a philosopher, however, and will reflect that tobacco is good in whatever form it is taken, and that after all very little improvement has been found on the red Pochontas clay in which it was first smoked by white men.

BENEFITS OF A PUBLIC SERVICE.

In a British government blue book recently issued, dealing with the undertakings of various English municipalities, there is an interesting statement, showing the advantage of public management. It concerns the Bristol docks, originally in the hands of a private company. From the very first, says the report, the company had, financially, a difficult task, and the fact of charging excessive dues to ships using the docks threatened to send the great bulk of maritime traffic to rival ports.

The citizens of Bristol, in order to save the port from extinction, obtained power from parliament to take over the docks from the company at an earlier period than was provided for in the Dock Company's Act. Since coming under the control of the docks committee of the council their progress has been uninterrupted. With more moderate dues diversion of trade ended, and the ever increasing volume of commerce to and from the docks has led to many steps forward.

Referring to the Hull telephones, the report says that the municipal exchange has met with public approval, judging from the rapid extension of the undertaking. "The moderate tariffs," it proceeds, "also enable small tradesmen to have a service, which previously was denied them, owing to the prohibitive rates of the National Telephone Company." That is just the difference between a service operated for the public benefit and one for private profit.

The Telegraph's campaign against the Highway Act has been as dismal a failure as was its hysterical agitation last winter in connection with the harbor bridge. The men who are maintaining the Ananias of Canadian newspapers with graft, dishonestly obtained from the taxpayers of the country, must be beginning to realize that the campaign of vilification, falsehood and slander which has been waged against the Hazen government, has been entirely overdone, and has aroused the indignation of independent and fair-minded men in every county in New Brunswick. Since the falsehoods and misrepresentations of the Telegraph with respect to the condition of the roads have been exposed, it is everywhere known as the Tell-Lie-Graph.

People are wondering how much of the \$36,000 rake-off has been spent in paying for photographs of bridges that were left in a tumbling down condition by the old government. Perhaps the organ of the dredging grafters will give the public the information.

CURRENT COMMENT

(Boston Transcript.)

Annexation for Canada has been suggested by Henri Bourassa, M. P., a youthful statesman who seems to be thought well of in Quebec; and who "gets by," it may be on the ground of personal popularity—just as Mr. Ellis of St. John, who in and out of season advocated annexation, and year after year returned by a constituency which had no interest in the issue, but loved and trusted the man. The future of Canada shows in a lurid light, if one trusts it to be stated by alarmists like Mr. Bourassa, and the situation looks worse as viewed by the poets, Charles G. D. Roberts and Bliss Carman being taken as types and being regarded, moreover, as aspirants for nationality. Yet Canada as a "subject colony," which she is not, except in the matter of words, continues to gain men and money. And why should she worry about her title so long as she retains the substantial advantage of nationhood, the ability to prosper without unduly worrying her neighbors?

(Winnipeg Tribune.)

The prayers of the faithful are requested in behalf of any simple or misguided impediments in the west who fancy that Sir Wilfrid will inaugurate any reforms in consequence of what he has seen and heard in the west. Sir Wilfrid will continue to, pretence protection which he will do to denounce as "robbery"; he will do nothing on the elevator question; will, cause no rates to be reduced and will hand over the Hudson Bay Railway to Bill and Dan.

(Toronto News.)

Those who differ from Dr. Carman may need to keep their powder dry, but they must pay tribute at the same time to the power of his personality, and to the virility of his language. He is a leader of men. He has no wish to be carried to the skies on flowery beds of ease, and so far as possible he will inspire those about him with the same spirit of battle.

THE DEATH SONG

Lay me down beneath de willers in de grass,
Whah de branch'll go a-singin' as it pass;
An' w'en I's a layin' low,
I kin hyeah it as it go,
Singin', "Sleep, my honey, tek yo' res' at las."

Lay me nigh to whah hit meks a little pool,
An' de watah stan's so quiet lak an' cool,
Whah de little birds in Spring,
Ust to come an' drink an' sing,
An' de chiflen waded on dey way to school.

Let me settle w'en my shoudahs draps dey load
Nigh enough to hyeah de noises in de road;
Fu' I tink de las' long res'
Owino to soothe my sperrit bee'
Et I's layin' 'mong de tings I's allus knowed.

—By Paul Laurence Dunbar.
(The grave of Dunbar, the young negro poet, is, as he wished it to be, beneath the willows, near a pool and within sound of the noises of the road.)

GOOD STORIES

A story credited to the late Justice Brewer has it that, while he was judge in a minor court, he was presiding at the trial of a wife's suit for separation and alimony. The defendant acknowledged that he hadn't spoken to his wife in five years, and Judge Brewer took a hand from the bench in examining the witness.

"What explanation have you," he said severely to the defendant, "for not speaking to your wife in five years?"

"Your Honor," replied the husband, "I didn't like to interrupt the lady."

JOSH WISE SAYS.

If a man has a moderate amount of common sense he is born lucky.

Too Literal.

Marie—A rude fellow on the street blew cigar smoke in my face.
Jack—Why didn't you kick?
Marie—I couldn't. I had on my hobble skirt.

Matrimonial Amenities.

He—I was crazy when I married you, but now, madam, I have come to my senses.
She—Indeed! Then you should be thankful to me for keeping you out of an insane asylum.

Had a Berry Pie in Mind.

Teacher—Now, Willie, which would you rather have, two-sixths of a pie or one-third?

Willie—One-third, Miss.
Teacher (sarcastically)—You would, eh? And why so?

Willie—"Cause if you cut it into sixths I'd lose more of the juice."

The Proper Spirit.

Mr. Honeymoon Jones—Our room is very cozy, Mrs. Ozobe.
The Landlady—Ah, sir, what a blessing 't would be if all my boarders were on honeymoon. They'd never notice anything—London Opinion.

Doing His Best.

Joiner (to his apprentice)—Well, Willie, have you sharpened all the tools?
Willie—Yes—all but the 'andsaw, and I haven't quite got all the gaps out of it.—The Sketch.

GOOD ROADS IN MADAWASKA

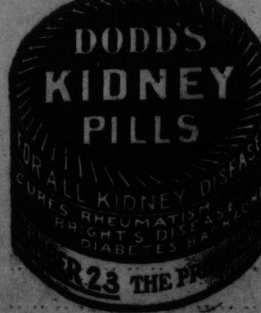
Chief Commissioner Found People of Northern Counties Much Pleased With Government Policy.

Fredericton, Aug. 23.—Hon. John Morrissey, Chief Commissioner of Public Works, has returned from an inspection tour of Victoria and Madawaska County roads and bridges. He was accompanied by Mr. John A. Young, M. P. for York, and they found the trip a most enjoyable and profitable one.

"There is no part of New Brunswick in which more progress is being made at present than Victoria and Madawaska counties, and it was a revelation to me," said the Chief Commissioner at the Barker House today. "We found roads and bridges in Madawaska county have been put in good condition and the main highways over which we travelled were in fine shape, a credit to the country," he said.

Continuing the Chief Commissioner said that the roads in Victoria county were generally very good. Assistance will be granted towards improving the road from Plaster Rock to Grand Falls, in from Plaster Rock to Wapaki, the Tilley road and Tobique Gulch road.

"I found many people in Madawaska who are now favorable to the Hazen Government and who were not with the present administration at last election. There is no doubt about Madawaska county returning two of Premier Hazen's standard bearers at the next election," said the Chief Commissioner, as the reporter was leaving, "and it will be one more way in Victoria county," he added.



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INDUSTRIAL STATISTICS FOR JULY

Ottawa, Aug. 23.—Industrial accidents in July totalled 354 to industrial workers in Canada. Of this number reported to the Labor Department, 116 were fatal and 238 resulted in serious injuries. This is a decrease of 52 fatal and 9 non-fatal over the June record.

The Labor Department reports that during July the total number of trade disputes in Canada was twenty-one, more than in June and four more than in July, 1909. About 212 firms and 10,272 employees were affected by new disputes during the month. The loss of time by these July disputes were 100,260 working days. Of the 20 disputes, 8 were settled during the month, 4 in favor of the men, 2 in favor of the employers, one a compromise and one not reported.

LABRADOR FISHING REPORTED A FAILURE

St. John's, Nfld., August 23.—Despatches from Dr. W. T. Grenfell, the Labrador medical missionary, confirm the report of the probable total failure of the Labrador fisheries this season. This news portends serious consequences for the twenty thousand fisher folk of Newfoundland, who depend upon the Labrador fishing for their living.

MASKED ROBBERS

HOLD UP TRAIN.

Wilkesbarre, Pa., August 23.—In true wild west fashion two masked highwaymen held up two cars of the Wilkesbarre Traction Company shortly before midnight and robbed and terrorized passengers and employees. State police and the company's detectives are searching for the daring men. The car leaving this city for the town of Parsons was the first held up. The spot was isolated near the crossing of the Delaware and Hudson Railroad. The conductor of the car, John Elliott, ran ahead to look for approaching trains. The two masked men then boarded the car and covered the motorman, Thomas Williams, with their revolver. They relieved him of his silver watch.

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ESTATE GEO. W. HOBEN.

Notice is hereby given that administration of the goods, chattels and personal effects of the said Geo. W. Hoben has been granted this day to the undersigned administrators. All persons having claims against the estate are required to file same duly attested to with the undersigned solicitor within one month from the date hereof, and all persons indebted to the estate are required to settle same with said solicitor immediately.

JOHN F. HOBEN,
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