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ST. JOHN, N. B., MONDAY, APRIL 29, 1912.

CONCERNING "FLAG FLAPPERS" AND ALL SUCH.

There are two subjects in particular which Liberal organs, such as the Times, would do well to avoid in discussing politics—the construction of the Grand Trunk Pacific and the fate of the Reciprocity Agreement. Past memories of either of these monumental blunders of the Liberals will bring little satisfaction. To provoke a sneer at its political opponents the Times ungraciously sneers at the two subjects in an editorial comment. It says: "There is talk of making arrangements to ship grain next winter over the Grand Trunk Pacific and connect it to Portland, Maine. Which reminds us that the 'conservatives—the patriots, the flag flappers—are in power at Ottawa.'"

A painful reminder to the Times, no doubt, but under the circumstances one or two questions suggest themselves. Whose fault is it that today the Winter Port of St. John and the Province of New Brunswick are not reaping the benefits of through communication with the West over the Grand Trunk Pacific? Is it the fault of "the Conservatives—the patriots, the flag flappers"—in power at Ottawa or the fault of the Laurier Government who started with specious promises nine years ago to build the road? To what party do the politicians belong who for years gave the country the assurance that the road would cost \$54,000,000 and not a dollar more? It remained for "the Conservatives—the patriots, the flag flappers—in power at Ottawa" to give the country a true statement of the case, showing that the road will cost from \$150,000,000 to \$200,000,000 before it is completed, or three times the original figures.

Under whose regime came the disaster to the Quebec Bridge, which has tied up the whole undertaking for years? Was it "the Conservatives—the patriots, the flag flappers," or the late Liberal Government who turned this great National work over to a syndicate of their friends, and not content with this criminal folly, when the crash came, paid them every cent they had put into it and more besides? When the Times feels moved to discuss the Grand Trunk Pacific it might ponder on these questions.

If the West can be linked up next winter over sections of this road with Portland, Maine, "the Conservatives—the patriots, the flag flappers"—will not begrudge the grain growers the relief they should now be enjoying over Canadian lines through Canadian ports. "The Conservatives—the patriots, the flag flappers"—realize the full and have proved they realize the advantages of trade with the Mother Country. It will be time enough for the Times to sneer at the Government in power at Ottawa when the blunders of the late Government in connection with the Grand Trunk Pacific have been rectified and their extravagance paid for.

And the Times must not imagine that when it terms Conservatives "patriots" and "flag flappers" that it is hurling epithets which Conservatives will resent. The party in power have no prouder boast today than that in the last election they voted for the flag and for the Empire and for Imperial Unity, voted against a policy of Continentalism—and won. Apart from defending the National Policy there were other reasons on which they appealed to the country. Neither the Times nor any other Liberal organ or speaker has yet explained away the underlying motive which inspired the agreement in the United States. There has been no satisfactory explanation of President Taft's sinister reminder in his own campaign that "the bond uniting the Dominion with the Mother Country is light and almost impalpable," nor have we heard any enlightening exposition of his significant reference to "the parting of the ways."

Even now, at this late date, we have further and damning evidence of the ulterior design in the Reciprocity Pact. The family troubles in the Republican party have produced Mr. Roosevelt as a witness. In a letter to Mr. Taft, written in January a year ago, and which the President of the United States for obvious reasons suppressed, Mr. Roosevelt says: "I firmly believe in free trade with Canada for both economic and POLITICAL reasons." What do the Times and the Liberal party in Canada suppose were the "POLITICAL REASONS" at the back of the agreement?

What about Mr. Roosevelt's retort after this disclosure in a statement last Friday in which he warns Mr. Taft "that in discussing negotiations with a foreign power it is well not to publish such expressions as that in his letter about MAKING CANADA ONLY AN ADJUNCT OF THE UNITED STATES?" We are getting more light all the time. Presumably this remark of Mr. Taft's was made to Mr. Roosevelt while the Reciprocity negotiations were in progress. The latter promises further revelations which to Canadians who love their flag and honor it may be very interesting.

Meanwhile the Times may reflect as it broods over Mr. Roosevelt's "political reasons" and Mr. Taft's purpose of "making Canada only an adjunct of the United States," that these mysteries have long been understood by those not too blind to see. It is because the Canadian people realized these things and were warned of the motives behind the Agreement that "the Conservatives—the patriots, the flag flappers—are in power at Ottawa" today.

AS SEEN FROM THE CROW'S NEST.

Reverting to the principle that prevention is better than cure, two incidents on the voyage of the Titanic stand out prominently in the evidence before the Senate Committee—the refusal to supply the lookout men in the crow's nest with marine glasses and the apparent neglect of the officer on the bridge to heed the warning that an iceberg was ahead, and which, on the evidence of the lookout men, he undoubtedly received.

According to the testimony of Frederick Fleet who with a sailor named Leigh, was in the crow's nest of the Titanic on the fatal Sunday night, the men on the lookout applied for marine glasses at Southampton and were told that there were no glasses for them. His evidence on this point has not been refuted. If he had had glasses, Fleet said, he might have seen the iceberg soon enough to have escaped it. While this statement calls for an explanation from the company it does not make clear the further statement by Fleet that when the iceberg was sighted his signals and messages to the bridge brought no reduction in speed. The first officer who was on the bridge at the time did not survive the disaster. It would appear that the distance was miscalculated and full speed was maintained in the expectation that by steering to port the iceberg could be avoided. But no evidence on this point is forthcoming. The facts may never be known.

There was one important point on which Fleet refused to commit himself before the committee—the length of

time between his first warning to the bridge and the collision. But a conclusion may be drawn from his own testimony that as he first reported a black mass of ice ahead at 7 bells (11.30 p. m.) it was some fifteen minutes before the ship struck. At the rate of speed the Titanic was going, 21½ knots an hour, this would place the iceberg at a distance of about six miles when first sighted. Fleet in his evidence stated that when he first saw the iceberg it was "about the size of two tables," that it got larger as the ship progressed and when the collision occurred it was about 50 or 60 feet out of the water.

Confirmation of the belief that, the night being clear, the iceberg was of such a size that it could be seen ahead at a distance of some miles, is given by Captain Hether of the steamer Frankfurt, in an interview at Bremerhaven, Germany, where his ship arrived last week. According to his story the Frankfurt was 140 miles from the Titanic when the wireless call for help was received. "We started immediately for the scene," he says, "and arrived there about 10 o'clock Monday morning. We saw the iceberg with which the Titanic collided, a huge bulk, in places about 100 feet above the water and about 1,000 feet long. We photographed the berg and after cruising about searching vainly for survivors for several hours, we resumed our course." In support of this statement Captain Hether describes the iceberg, which the Frankfurt passed about an hour before reaching the scene of the disaster. At one place, he says, the mass of ice was darkly colored and badly splintered, this evidently being the point of contact.

A conversation between Fleet and Leigh, the two men in the crow's nest, who were rescued in one of the boats, is given by Mr. Thomas Whitley, a first class steward, who had a miraculous escape and was picked up by the same boat after being swept into the sea as the Titanic went down. He reports that both men asserted that a report was made to the first officer on the bridge that an iceberg had been sighted fifteen minutes before the ship struck and that twice afterwards a warning was given that a berg was ahead.

If Fleet's evidence before the committee is to be believed when he first saw the iceberg in the distance he sounded three bells and then telephoned to the bridge. "If we think there is danger," he explained, "we telephone." Then came the momentous question: "After you gave that telephone signal was the ship stopped?"

"No; she didn't stop until after we struck the iceberg, but she started to go to port after I telephoned. My mate noticed it."

The report of Captain Rostrom of the Carpathia showing the conditions at the scene of the wreck when he arrived at 4 a. m., is significant. He says: "By the time we had cleared the first boat it was breaking day. We saw that we were surrounded by icebergs, large and small, and three miles to the North West of us a huge field of drift ice with large and small bergs in it, the ice field trending from North West round West, and South to South East and as far as we could see either way." It is not for even an impartial observer to judge at this stage of the proceedings but the evidence so far leads to the conclusion that the Titanic was making speed on her maiden trip and that the warnings of the lookout men were disregarded.

THE AFTERMATH OF THE COAL STRIKE.

Although the coal strike in Great Britain is at an end, and everything possible has been done to induce the men to return to work, reports indicate that a normal condition of things is very far from having been attained. The dissatisfaction of the rank and file of the unions may perhaps best be understood from the fact that the executive of one of the coal trimmers' unions, numbering 2,000 men, recently unanimously passed a resolution censuring Mr. Vernon Harcourt, one of the leaders, for his wild and extravagant language and declaring that his action has been detrimental to the best interests of the community at large.

If this incident stood alone, it might not be particularly significant, but when it is combined with the demand of the South Yorkshire miners for the resignation of certain of their leaders, and the refusal of the extremists in South Lancashire and other places to return to work at all, it is obvious that the late strike, whatever else it may have accomplished, has very nearly succeeded, as Mr. Harcourt himself feared, in wrecking the federation.

Gradually, however, the mines have been reopened, and the allied trades are beginning to start again. The next few months will probably be spent by the unions in putting their houses in order. It will be of interest to see exactly how this is accomplished, and in which direction the great mass of the rank and file will tend to swing; whether towards the new syndicalism or the older trades unionism.

Current Comment

(Toronto World.)

Where are Sir Wilfrid Laurier and The (Toronto) Globe in view of these startling revelations? Are they still for Reciprocity at the price set out in Taft's letter to Roosevelt—the destruction of Canadian nationality—and Roosevelt's letter to Taft—the political reason? And who are "our Canadian friends" mentioned by Taft with whom the agreement was to be reached? Undoubtedly Sir Wilfrid Laurier and Dr. McDonald of The Globe! Did these two Canadians know at that time that Taft wanted Reciprocity, and why Roosevelt favored it?

(Boston Globe.)

The duel that is now on between Mr. Taft and Mr. Roosevelt presents a pathetic spectacle. The spreading before the public of "Dear Will," "Dear Theodore" and the "River Years" letters must give everyone the sense of looking on at a vulgar breach of promise case between one-time affiliates rather than a contest for the leadership of the Nation. May not the people rise to inquire where they come in?

(Hamilton Spectator.)

Authority should be given to the heads of the civic departments. If they are unable to produce the desired results, if their judgment is inaccurate and their service costly, get rid of them. That is what is done in the business world today.

(London Sketch.)

The candidate—having quoted the words of an eminent statesman in support of an argument—And mind you, these are not my words. This is not merely my opinion. These are the words of a man who knows what he's talking about.

(London Free Press.)

The early opening of the Panama Canal is having a wonderful effect along the Pacific Coast. It is estimated that one hundred million dollars will be spent from Vancouver to San Diego in preparation for the trade that will spring up on the Pacific.

(Victoria Colonist, B. C.)

St. John, having secured great railway and ocean terminals, is now out after a great iron smelting and steel plant. That's the way it goes. As the old lady remarked: "Them as has gets."

(Chicago Tribune.)

In a few weeks the rush for Europe will be on again, and everybody will seek to go by the shortest route and in the quickest possible time.

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BACK TO THE EMPLOYMENT OFFICE, MINNIE!

Most Anything THE LOSS OF THE BIRKENHEAD

The splendid courage of the men aboard the Titanic who gave up their lives for women and children has an historic parallel in the loss of the Birkenhead, Feb. 26, 1852. The Birkenhead was carrying a British regiment together with a large number of passengers, and was lost off the coast of Africa by striking on a hidden rock. When it was known that the boats were barely sufficient to accommodate the women and children the colonel of the regiment lined up his men, and called them to attention. In this position they went down with the ship. This historic action so impressed Emperor William I. of Germany that he ordered the story to be read to every regiment in the Empire. The loss of the Birkenhead is told in the stirring lines of Sir Francis Hastings Doyle:

Right on our flank the sun was dropping down;
The deep sea heaved around in bright repose;
When, like the wild shriek of some captured town,
A cry of women rose.

The stout ship Birkenhead lay hard and fast,
Caught without hope upon a hidden rock;
Her timbers thrilled as nerves, when through them passed
The spirit of the shock.

And ever, like base cowards who leave their ranks
In danger's hour, before the rush of steel,
Drifted away, disorderly, the planks
From underneath their keel.

So calm the air—so calm and still the flood;
That down in its blue translucent glass,
We saw the great fierce fish, that thrust for blood,
Pass slowly, then repass.

They tarried, the waves tarried for their prey;
The sea turned one clear smile like a thing asleep.
Those dark shapes in the azure sill—As quiet as the deep.

Then amidst oath, and prayer, and such as a weak crew,
Faint screams, faint questions waiting no reply.
Our Colonel gave the word, and on the deck
Formed us in line to die!

To die!—'Twas hard, while the sleek ocean glowed
Beneath a sky as far as summer's flowers;
"All to the boats!" cried one—He was thank God
No officer of ours.

Our English hearts beat true—we would not stir,
That seas appeal we heard, but needed not;
On land, on sea, we had our colors, Sir,
To keep without a spot.

They shall not say in England that we fought;
With shameful strength unshown life to seek;
Into mean safety, mean deserters, By tramping down the weak.

So we made the women with their children go,
The oar piled back again, and yet again;
Whilst, inch by inch, the drowning ship sank low,
Still under steadfast men.

What follows, why recall—the brave who died,
Died without flinching in the bloody surf,
They sleep as well beneath that purple tide,
As others under turf.

They sleep as well and roused from their wild grave,
Wearing their wounds like stars, shall rise again
Joint heirs with Christ, because they bled and gave
His weak ones—in vain.

If that day's work no clasp or medal
If each proud heart no cross of bronze may press
Nor cannon thundered loud from tower or park,
This feel we none the less.

That those whom God's high grace there saved from ill,
Those who left His martyrs in the tower or park,
Though not by siege, though not in battle still,
Full well had earned their pay.

—SIR FRANCIS HASTINGS DOYLE.
Men have been fighting fiercely for liberty ever since time began, yet the great majority of men have always favored liberty. Why has the minority been able to continue the turmoil so long?

DREAMSTICKS

MINNIE HAD ONLY WORKED IN THIS KITCHEN FOUR DAYS WHEN SHE CALLED ALL THE MEMBERS OF THE HOUSE—BOLD TO THAT ROOM AND EXCLAIMED, "IF THE GAS ESCAPED, WOULD THE MAN TEL?"

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HAIL BUBBLE HAT AND ALSO REIGN!

New York, N. Y., April 26.—The long felt want has been patented officer than the long plush hat, but it has remained for two public spirited and presumably patriotic citizens to obtain patents on the bubble hat and a device for leg pulling. This good news came to the city yesterday in the Official Gazette, a ponderous tome issued sporadically by the United States patent office in Washington. Don't know what the bubble hat is? Such ignorance! Here's the official definition: "A cuplike receptacle, means for attaching said receptacle to a person's body, a tube projecting through the lower portion of the receptacle, a portable gas tank connected with said tube and a manually controlled valve." Now everybody ought to know what it is. For those who can't read this plain language, the Official Gazette prints a picture. Alden L. McCarty, of South Beach, Conn., the inventor, will please rise and receive the thanks of the community.

Of course, everybody knows that a leg-pulling apparatus was bound to be invented in time for use at the Chicago and Baltimore conventions and at a certain summer resort which the reader visited last summer. The apparatus is so constructed that it may be carried in the pocket and on that account will be very popular with delegates, actresses, summer girls and naughty foreigners with titles. The philanthropist who will be kept busy forever more supplying the apparatus to clamoring thousands is Landry John Le Jeune, of Wellesley, Mass.

I have no great pictures in my house. I don't need them; I can go outside and see better ones—the original masterpieces.

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