# The Standard

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SAINT JOHN, SATURDAY MORNING, MARCH 26, 1910.


## WANTED—A DELEGATION.

Attempts have been made to summon spirits from the vasty deep, followed by the discovery that they do not come. A similar experience has come to the mournful Telegraph, which daily calls up delegations from the St. John Valley to make protest to Mr. Hazen, and daily complains that the delegations do not appear. The organ of the dredgers keeps announcing that it cannot understand the failure of the Valley people to storm the capital with demands upon Mr. Hazen that he shall do something else than the thing that he is doing. It is not quite clear what the Telegraph desires the people to desire Mr. Hazen to do, but it must be something difficult. If the Valley people looked to the Telegraph for guidance, they would find themselves in a place resembling the Mystic Moorish Maze of the amusement parks. They would demand a four-tenth grade road, and would protest against such a standard. They would be for the Grand Falls and against Andover as a terminus; but they would also be for Centreville and several other points. They would favor Intercolonial, Canadian Northern, Canadian Pacific, Grand Trunk Pacific control. They would insist on steam as a motive power, but would hope for operation by electricity. It is on the whole not surprising that the Valley delegation decline to go to Fredericton to be put through these evolutions.

The explanation of the failure of the Valley people to dance the wayward round with the Pugsley troup is not a hard one. These people are not after politics. They are after a railway. They see in the measure before the House a pretty certain prospect. Had the bill stopped with Part Two they would know that the conditions were so hard as to make success at least doubtful. The politicians who imposed conditions which their own comrades now declare to be prohibitive might have made progress impossible. But there is another part which provides an alternative in case the Intercolonial project cannot be worked out. Thus under one plan or the other the Valley Railway becomes a certainty. With this project before them the Valley people may have concluded to await the result of the surveys.

One delegation from the Valley waited upon Mr. Hazen nearly a year ago. He promptly told the delegates what he would do. They went next to Ottawa and submitted the proposition to Sir Wilfrid Laurier. He promised an early answer, but gave none from April to January. Then he gave it in a letter to a political friend, who had caucused the matter in a party meeting and decided that it would be good politics for Sir Wilfrid to say something. Meanwhile Mr. Hazen has placed his proposition of last year in the form of a legislative enactment. Should a delegation from the Valley appear, those who are not politicians first and railway men afterward will probably tell the Attorney General that they are glad he has taken no chances of failure to bring the matter to a successful issue.

## CONFUSED COUNCILS.

"The Liberal party has assured the construction of the Valley Railway," said the St. John Telegraph on the day after Sir Wilfrid's letter to Mr. Carvell was made public. This was the letter which accepted on certain conditions the proposition made to Sir Wilfrid by the Valley delegates nearly a year before. The premier said that the federal government would operate the railway on the percentage plan, provided the road were constructed to a standard laid down by Mr. Pugsley some time before. The letter to Mr. Carvell Sir Wilfrid afterwards wrote to Mr. Chestnut, "contains a clear exposition "of the policy which we intend to follow with regard "to the St. John Valley Railway."

When Mr. Carvell had read this clear exposition of policy at the Woodstock meeting, he proceeded:—"Now "gentlemen, I hope they have got something definite. "It means exactly what it says. I know in The Standard "and The Gleaner there will be a wail that we are "asking the government for an impossibility. I say a "road such as is specified in this letter can be built for "$31,000 a mile. He had it on the authority of G. R. "Bullock of Woodstock, than whom there was no better "engineer in Canada, that the road could be built from "Grand Falls to Fredericton at that figure. Below Fredericton he had not surveyed it, but he believed it would "cost no more. Taking $25,000 per mile from the provincial government, and $6,400 from the federal there "was the money to build it.

Like demands for the Pugsley standard were made day after day by the Telegraph. "The satisfactory solution," said the Telegraph, one month ago, "must be an "acceptance of the plan outlined in Sir Wilfrid's letter to "Mr. Carvell. That would give the people of the river "counties a first-class road fitted for heavy traffic with "reasonable rates." At the time of the opening of the House the Telegraph commended Mr. Robinson for supporting the Pugsley standard. On the 15th of February the Telegraph commended Mr. Pugsley's declaration that he had made no suggestion about modifying the standard of the road. It repeated Mr. Pugsley's statement to Mr. Chestnut that competent railway men were ready to build the road up to the four-tenth standard for the money available. On the day when Sir Wilfrid's letter to Mr. Carvell was printed the Telegraph said editorially of the standard defined by Mr. Pugsley:—"The "standard is that of an up-to-date road and it is necessary for the handling of heavy traffic. The Valley "deserves a railway up to modern requirements."" And the Telegraph added triumphantly:—"The road must "come now. The people will not tolerate further "inaction or dodging of the local government. The Liberal party has assured the construction of the railway."

These testimonies in favor of the four-tenths standard were frequent, strong, and unanimous on the part of Mr. Hazen's political opponents down to the day when the Attorney General made this standard a part of his bill, and for greater certainty used the identical language of the federal ministers in defining the character of the line. Then there was a sudden and swift abandonment of the high requirements, and Mr. Hazen was accused of making it impossible to go on with the Intercolonial plan. Mr. Tweeddale, and two or three other supporters of Mr. Pugsley declared that his standard was impossible. The Telegraph represents Mr. Robinson as having shown that Mr. Hazen was trying to "crowd the St. John Valley Railway Company out of the "way by provisions which would give the company no "chance to interest capital." Again the Telegraph on its own account charged that Mr. Hazen had made provisions "which make it impossible for this company to "interest capital." On Thursday of this week the Telegraph became more specific, and concluded that "the "grades to be agreed upon must depend largely upon the "survey," and added "while low grades are of immense "importance, neither government will be likely to insist "upon four-tenths as a minimum if the mileage cost is "to be raised to an excessive figure by sticking to that "standard." By Friday the Pugsley organ had got down to this:—"Mr. Hazen must accept responsibility for re-"fusing to permit such modifications of Part Two as "would have been certain to insure the construction of "the Valley line from St. John to Grand Falls, "and its operation by the Intercolonial. The whole "question must remain unsettled until the results of the "survey are shown. The survey will, or should, show "what grades can be had at a reasonable cost."

In another week we may expect the discovery to be made that Mr. Hazen is the real author of the four-tenths programme, and that Mr. Pugsley had always been in favor of the Intercolonial standard. These quotations show the utter worthlessness and insincerity of the Valley Railway oratory and rhetoric that is produced by Mr. Pugsley, Mr. Carvell, their confused followers in the legislature, and their newspaper organs.

## AN IMPORTANT STATEMENT.

The statement of Mr. Bosworth, fourth vice-president of the Canadian Pacific Railway, concerning the use of Canadian ports in winter, has already been quoted in this paper. The declaration has attracted much attention, as Mr. oBsworth has control of all freight matters in connection with the land and ocean traffic of his railway. The Montreal Star says that the statement of policy will be welcome reading especially in the Maritime Provinces. The Star adds:—

"The policy thus reaffirmed is one thoroughly in line "with the national and Imperial aspirations of the Cana-"dian people, and it is one upon which too much stress "cannot be laid just at this time when Canada is on "the eve of adding two more transcontinental railways, "with ocean steamship connections, to the one which she "already possesses.

"That, in the matter of handling Canada's ocean "freight in winter, such foreign ports as Boston or Provi-"dence have certain advantages not possessed by either "St. John or Halifax Mr. Bosworth readily admits, but "he takes the ground that a steamship company which has "the advantages of Montreal and Quebec in the summer, "should not ignore the Canadian seaports during the win-"ter. Mr. Bosworth might have gone farther, and have "said that railways built at such great public expense "as Canada's transcontinentals have certain duties to dis-"charge to the people upon whose energies their existence "and their wealth depends, and that one of the first of "those duties is to aid in the building up of Canada's "ocean ports. If Canada is to achieve her destiny she "must be independent in the routes by which she handles "her trade and commerce, and that means independent "in the matter of ocean ports. The fiction that the "treaty which handed over the Maine littoral to the "United States cut Canada off from the Atlantic ocean "for all practical purposes for one-half of one year is "one that has long since been exploded. Canada has "splendid winter ports on the Atlantic seaboard, and Can-"adian people owe it to themselves to see that those "winter ports shall share in Canada's progress and pros-"perity."

## MR. FIELDING AT WASHINGTON.

No doubt Mr. Fielding will find President Taft well disposed, but if Secretary of State Knox is authority, the question is not what Mr. Taft may be willing to do, but what price Mr. Fielding has to offer. A delegation of two hundred United States lumbermen went to Washington on Wednesday. They told Mr. Knox that the imposition of the maximum tariff would do them and the country a great injury. The Secretary of State told them nothing could be accomplished by their seeing the President. He added that the President was interpreting a statute. What the interpretation would be depended depended on Canada. Mr. Knox hoped Canada "would grant enough concessions to make the President's "interpretation a favorable one."

If Mr. Fielding has gone to Washington with a list of concessions to make to the United States as the price of escape from the United States maximum, he could find better occupation at home. If he is there to give reasons why the maximum tariff should not be imposed, he will have the best wishes of all good Canadians.

## EASTER.

The Easter festival brings a message of joy. It is the anniversary of an event without which a great missionary declared that his preaching and the faith of his converts would be vain. From the days of the Apostles until now there have been many theological disputations, but the Gospel that has stirred the world to spiritual emotion and activity is that whose central doctrine is the death and resurrection of Jesus Christ.

The Laurier organs are circulating a new lot of stories to the effect that Quebec Conservatives desire a change in opposition leadership at Ottawa, for the reason that Mr. Borden's strongly imperialistic position on the navy question is unsatisfactory. The inventor of this story should have gone farther and discovered any leading Conservative outside of Quebec who is less an imperialist than Mr. Borden.

The Springhill boys and girls have inherited the strike and the gift of organization. Thus they were able to defeat the project of keeping the schools running in some grades during institute week. The young people also inherited the disposition to strike first and conciliate afterward.

Mr. Andrew Carnegie says that income taxes are not good. He holds that the proper treatment of millionaires by the state is for the country to take half of the property which he has when he dies.

Yesterday was a foretaste of spring. The sun shone warm through certain mists, the temperature and atmospheric conditions suggesting Mayflowers. The croaking of frogs in the ditch would not have been a great surprise.

It is a good sign to find two or more companies eagerly disputing over the right to oil shales in this province. This shows that they have a value.


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## THE CONVENT PORTER

This poem by the late Mr. Carroll Ryan, whose death was announced in The Standard yesterday, was written for Stewart's Quarterly and appeared in that St. John magazine so long ago as April, 1869.

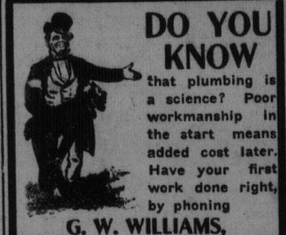
By Carroll Ryan, Ottawa.

He was an ancient, bearded man
Beneath the archway seated,
Who through the summer, lone and long,
His Rosary repeated.
He rang the bell for matin pray'rs;—
At noontide for the reapers,
And, when the evening shadows fell,
He rang it for the keepers,
And, sometimes, too, he tolled a knell
For everlasting sleepers.

From day to day he said his beads,
Beneath the archway staying;
The sun, arising, found him there,
And, setting, left him praying.
On him would little hands attend,
And little footfalls pattered
Around him; where the fig-trees bend
Were purple treasures scattered;
The whisp'ring cypress was his friend,
For him the ivy chattered.

But seldom at that convent gate
A traveller dismounted;
The outer world of love and hate
Passed by it unaccounted.
Monotonous and quaint, and calm,
The pray'rful seasons glided,
The vesper hymn and morning psalm
These days alone divided,
That by the dial, near the Palm,
Were left but undecided.

So years went by until one day
The night cloud, westward rolling,
Came round the Friar's old retreat
Without the vesper tolling.
The birds still sang on ivy sprays,
The children still were playing,
The old man as in former days,
Seemed Rosaries still saying;
But Death had found his quiet ways
And took the old man praying.

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"Many a fresh coat o' Easter dye covers a stale egg—an' many a new Easter dress covers a threadbare soul."

The practice of presenting eggs is Persian. Christians adopted the custom at Easter to symbolize the resurrection.

April was called Ostermonath—the month of the Ost-end wind or wind from the east. Easter is therefore the April feast, which lasted eight days.

This year the Easter rabbit may be regarded as mad as a March hare.

It was formerly a common belief that the sun danced on Easter day.

Her feet beneath her petticoat
Like little mice stole in and out,
As if they feared the light;
But, O, she dances such a way!
No sun upon an Easter day
Is half so fine a sight.
—Sir J. Suckling.

In medieval days a solemn game of ball was played in the French Cathedrals by the Bishops, canons and other dignitaries as an observance of Easter.

Duck. I understand the roosters as well as the hens are going to observe Easter this year.

Turkey. The hens lay eggs of course. But what the the roosters going to do?

Duck. They are going to be worn as "chantecler" hats.

The Phoenicians and many other ancient nations maintained that the world was hatched from an egg. Probably the glacial period was when the world was still in cold storage.

In Russia Easter is celebrated with the kiss of peace. All classes exchange the salutation.

The ancient Roman priests made a cake equivalent to the hot cross buns. The round bun represented the full moon and the cross the four quarters of the moon. The cakes were made in honor of Diana, somewhere about the vernal equinox.

Our Easter Sunday must be between March 21 and April 25. It is regulated by the paschal moon or first full moon between the vernal equinox and 14 days after.

The Saxon goddes of the spring was named Easter.

First woman. Where'd you get your Easter dress?

Second woman. I bought it out of my egg money.

First woman. I didn't know you sold eggs.

Second woman. I don't. My egg money is the money I didn't spend for eggs.

## CHILD LABOR VETOED IN RHODE ISLAND

Providence, R. I., Mar. 25.—Should Governor Pothier approve the child labor bill which was passed in the senate today in concurrence with the house, as it is expected he will, the department stores will have to re-adjust their working forces. It was against the most determined opposition of the stores that the bill passed both houses. The new law provides particularly that no child under 16 years of age shall work after 8 p. m. Nearly 1000 children in the state are affected.

## SCH. SILVER SPRAY IN TROUBLE AT PORTSMOUTH

Portsmouth, N. H., Mar. 25.—The short voyage from Gloucester, Mass., to this port was beset with difficulties for the schooner Silver Spray. While negotiating Cape Anne at the entrance of Gloucester harbor, yesterday, the schooner collided with a lighter and had her starboard main chain plates and halyards carried away shortly afterwards it was discovered that she had sprung a leak. Today while trying to make this harbor she went ashore on the flats. She will be repaired and proba bly floated at high water tomorrow.

## GIFT OF MRS. SAGE HAS BEEN DUPLICATED

New York, Mar. 25.—The $500,000 fund which the American Bible Society has been seeking to raise to secure an equal amount, the gift of Mrs. Russell Sage, has been completed.

Announcement of the completition of this fund, the securing of which will place a round million dollars in the hands of the society for its uses, was made at the society offices today.


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## MR. FIELDING'S ARRIVAL RENEWS PREDICTIONS

### Hope Now Expressed That Mutual Understanding Will BeReached in Tariff Dispute ---Conference Probable.

Washington, Mar. 25.—W. S. Fielding, minister of finance to the Dominion of Canada, arrived in Washington, today and was the guest of President Taft at dinner tonight. The arrival of Mr. Fielding has renewed the predictions that the tariff differences between the United States and Canada will be overcome at the approaching conference and the way cleared for a mutual understanding.

Only seven days remain under the Payne law in which the maximum and minimum provisions of the tariff may be observed. It is probable that Minister Fielding will have a conference with the president tomorrow.


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