

## The St. John Standard

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### BUSINESSLIKE METHODS.

The National Transcontinental estimates have been before the House of Commons for some days and the friends of contractors have been busy objecting to economical and businesslike methods of railway building. The Liberal party built the road to please the contractors and the contractors must have done something very substantial to win their gratitude, for ever since the disaster of Sept. 21, 1911, they have watched the National Transcontinental like so many hawks. There shall be no economy there if they can help it. The people will not get the best of the bargain if they can put a spoke in somewhere.

The lowest depth probably was sounded by Mr. Carvell, who, elected to represent the people of Carleton, declared that the money saved by the new administration was stolen from sub-contractors—whose counsel he apparently was—but more important persons than Mr. Carvell said things which, though not put so correctly, and brazenly, were in effect so many pleas for extravagance and so many outcries against economy.

The Laurier government declared that the 1800 miles of National Transcontinental would cost about \$54,000,000 or some \$30,000 a mile. That was an unreasonably low estimate, put forward deliberately to deceive the people, everybody who looked into the matter knew that a line of the standard proposed could not be built for so small an amount. The road will cost upwards of \$150,000,000, or nearly \$90,000 a mile, and that is unreasonably high. The dishonesty of low estimate is balanced by the dishonesty of high actual cost and when the new government instituted business methods the Liberals rallied to the cause of high expenditures and raised the cry of "degradation." In the Liberals' day of power two things helped to make the cost of the line excessive. There was "over-classification." That is, the charges for the work done were calculated on an improper basis, earth being paid for at rock prices. There was unnecessary expensive construction, and it is this that the Liberals are bent upon maintaining.

The general theory of the expensive construction of the National Transcontinental is attractive and within limits, is sound. It is proposed to make it a perfect railroad from the start, so that the future operators of the road will have no expensive reconstruction work to face, no straightening of curves and lowering of grades. This is correct enough, but in the hands of theorists this was pushed to mean the sinking of every possible dollar in the first construction. The object is not to make all reconstruction work in the future unnecessary; that is an impossible ideal. The object is to eliminate expensive reconstruction. It is, for example, impossible to build a road through a wilderness such as that which exists in Northern Quebec and Northern Ontario, and finish it for all time. Large portions of it are so swampy that solid construction must be postponed until the country has been cleared and drained sufficiently to allow the soil to dry and become firm. It thus would pay to get a fairly good road established and then, under more favorable conditions, bring the road up to its final condition.

Another question over which there has been much talk is that of momentum grades. The principle is that if two grades slope down towards each other a train running down the one will acquire sufficient momentum to run up the other so that the effect in hauling loads is almost the same as if the line were level. There is some dispute about these grades in engineering circles but there is weighty evidence in their favor. For example, Mr. Willard Blahen, in his "Field Practice of Railway Location," says: "We have seen that the grade to consider is the virtual profile grade. We have seen that without exceeding usual freight train speeds, a train will pass down and up in a 25-foot sag with only the usual demand on the locomotives, that is, such sags may be operated by the same motive power in the same time and at the same cost as so much straight level track."

While there may be some dispute about the engineering efficiency of momentum grades there is no dispute about the saving in cost, and saving in capital cost means saving of interest charges for years to come. Mr. Cochrane and Major Leonard in resolving to introduce a few momentum grades this had to warrant them:

1. An undoubted saving in money.  
2. Weighty engineering evidence that it was judicious.

The case is well stated by W. F. Tye in an address which he delivered last January to the Canadian Society of Civil Engineers, of which body he is president: "Momentum grades are a great source of saving in cost with-

out increasing the operating expenses. The use of momentum in overcoming short stretches steeper than the ordinary grade is almost always justifiable. The exception is where the traffic is so congested that the possibility of a delay due to the failure of an occasional train to surmount the grade is more important than the undoubted saving in interest charges which they ensure. It will probably be many years before conditions prohibiting their use prevail on any portion of our Canadian railways."

The last two sentences hit the point. The National Transcontinental in time will have vast quantities of freight; so we all hope. But it is to be expected that for some years after it is thrown open to traffic the quantity of freight offering will not be large enough to tax its full capacity. This has proved true in the west: the Grand Trunk Pacific is hauling trains of thirty cars over a line good enough for trains of sixty cars, merely because the country traversed does not as yet provide the freight. By the time the volume of freight passing over the line has become so great as to require the numerous extremely heavy trains which the opposition talk about, the country along the route will have dried out and other conditions will render the changing of the grade, if it prove necessary at all, a cheaper and easier business.

Another striking deliverance by Mr. Tye may be quoted. It was written by him on November 26 last to Mr. Cochrane: "These changes in grade will not decrease the haulage capacity of the locomotives, will not increase the running time of either freight or passenger trains, and will not increase the operating or maintenance expenses. On the contrary they will, by decreasing the cost of construction, reduce the interest charges. The total cost of transportation is the sum of the operating expenses, and the interest charges. A railway to handle a given traffic is the most effective commercially, or can handle the traffic at the least cost, when the sum of these two items is the least. Any change of alignment, or grades, which reduces the fixed charges without increasing the operating or maintenance expenses is therefore an improvement in the effective standard of the road. These changes will reduce the interest charges without increasing the operating or maintenance expenses, or decreasing the haulage capacity or speed of the locomotives, and are therefore an improvement in the effective standard of the road."

Such testimony is worth any quantity of opinions from men who promised to build a road for \$54,000,000 and let the country in for \$150,000,000. The opposition want to have the line built in the most expensive manner possible and care nothing for the cost today or the interest charge tomorrow. The government and Major Leonard are building the railway as a business proposition. Such a course was bound to hurt the feelings of the Lauriers and Gralams—to say nothing of the Carvells.

### THE MEN RESPONSIBLE.

The scathing arraignment of both the leader of the opposition of the House of Commons and the leader of the same body in the Senate delivered by Senator Pope will be echoed by all good Canadians. He did not spare the two arch-offenders who under a cloak of fine words for the Empire have succeeded in holding up Canada before other parts of His Majesty's possessions as a selfish and halcyon always been held in high esteem by the people of the country and has secured the confidence of the best men of Canada by the reforms he has introduced since becoming a federal minister.

On the other hand Sir Wilfrid Laurier has always been a lukewarm supporter of British ideals. He has never disguised the fact that Canadian independence is his dream, and the less to do with Britain the better. He reached the climax of these dreams in endeavoring to pass through the House of Commons a Rectiprocity

treaty which, as subsequent events proved, was nothing more or less than an attempt under the guise of improving the economic condition of the people to bring Canada under the power of the American Republic. His opposition to the Borden naval proposals was a foregone conclusion. He has fulfilled the natural functions of his political being in attempting to kill the Naval Aid Bill.

His chief supporters are well known. Hon. William Pugsley has not the confidence of any but a few political heelers who have shared in the crumbs which have fallen from the table of the former minister of public works. Rodolphe Lemieux is a French-Canadian who has endeavored all his life to ape English manners and ideas and has ended by being admired neither by his fellow French-Canadians nor by the English. Mr. Frank Carvell is constitutionally incapable of agreeing with anybody or anything which does not coincide with his own jaundiced view of life. Mr. George Graham is a provincialist who makes the House laugh when he speaks, and holds the palm as the burlesque performer of his party. These are the types of men who have seen in the Borden naval proposals a joke, a slap at the autonomy of Canada. It is only natural that such should be the case. These Liberal opponents have only reflected their own ideas on things in general and applied them to the great imperial proposal that has yet made its appeal to the people of the Dominion.

Of Sir George Ross the less said the better. It was a sad sight to see a once famous leader wheeled in on a bath chair to the Senate, unable to stand up, but yet performing the smartest hand-spring in imperial politics that any acrobat could attempt. He, like Laurier, in his old age had the chance of his life. He could have redeemed the disgrace of the actions of the House of Commons. He could have shown courage in being consistent with his theories of former days. He could have, in a word, shown an example of patriotism that would have exalted him in the eyes of his fellows and done much to wipe out the shame of his past political career. He has failed again and Senator Pope was but echoing the ideas of all true Canadians when he called him to the bar of public opinion and told him the truth.

### DIARY OF EVENTS

#### HISTORIC DAYS IN CANADA

This year marks the semi-centennial of the first convention of the Fenian Brotherhood of America, but not until 1868, when there was said to be 380,000 Fenians in the United States, that the much discussed threat of an invasion of Canada reached the stage of action. An "army" of 1,200 hot-blooded Irishmen assembled in Buffalo, and, forty-seven years ago to-night, crossed the Niagara into Canada. Fort Erie was taken by the motley band of adventurers, but they held the ground for only a day, and, after a skirmish near Ridgeway, retreated into the United States. There many were arrested for violating the neutrality laws. A little later a band of a thousand Fenians attacked St. Armand, Quebec, but were easily routed. The agitation was kept up for some years, but subsequent invasions, like the first, were speedily turned back.

Today is the anniversary of the birth of Aaron Pirie, famous ship-builder, at Quebec, 1847; of Hewitt Bostock, Senator from British Columbia, 1884; and of Sophia Almon Hensley, lecturer and writer in social problems, in Nova Scotia, 1886.

#### FIRST GREAT CLOWN.

The first of the great clowns of modern times, and the greatest, was Joseph Grimaldi, who died in London seventy-six years ago today. Grimaldi, who originated the form of amusement that now delights millions of youthful patrons of all the "greatest shows on earth," came of a family of pantomimists, and began to act in pantomime when a mere toddler. He gained an international reputation in "Mother Goose" and other pantomimes at Covent Garden, in London. His last appearance was as Harlequin in 1828. Grimaldi died in extreme poverty, and left behind two volumes of memories, were edited by Charles Dickens. Although his life was devoted to amusing others, he was himself of a melancholy disposition. The story of his visit to a medical man has become a classic. Grimaldi told the physician that he was afflicted with melancholia, and the doctor advised him to go see Grimaldi, the clown. "Alas," replied the unhappy patient, "I am Grimaldi." Grimaldi had a host of imitators, but all clowns refer to him as the great master of their profession.

#### WILLIAM ROCKEFELLER.

If William Rockefeller had been a ball player instead of an oil magnate, the fans would have dubbed him "Nutsy Bill," because of his deep-seated prejudice against loquaciousity. His chief lieutenant in supporting these proposals was Hon. Mr. Hazen who, unlike the member for the City of St. John, the prime obstructionist of the naval proposals, has always been held in high esteem by the people of the country and has secured the confidence of the best men of Canada by the reforms he has introduced since becoming a federal minister.

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## OPHELIA'S SLATE



## IN LIGHTER VEIN

### THE WOMAN-TAMER.

He said, "She shall be my slave! Lesser in all than I; Feeble of body and brain She shall carry a golden chain, And dwell until she die In the golden cage I gave."

And he found a treacherous feature of hate and fear, With teeth and claws that were ready when he came near!

He said, "She shall be my star! This dusty world of mine, I will bow down at her shrine, Pray for the light of her love, And worship her from afar."

But he found that the light of her love had been withdrawn, Leaving only a faint chill, a faint chill scorn.

He said, "She shall be my friend! Side by side let us stand, For I need your help and you, Comrades tried and true, We will live life to the end."

And she turned and her eyes met his; (But she laughed through her tears) and she came to her place by his side.

—Thomas O'Meara in The English woman.

### The Limit.

He—Your cousin Clara seems exceedingly shy and modest. She—Modest? Why, she'd blush if a man glanced at her when she was changing her mind.

### No One Has His Nanny.

An indignant old man of Tralee appealed to the authorities for help. In considering his case, one of the guardians of the poor remarked: "The poor man should have some relief. Sure he has no bed clothes but his goat."

### Gymnastic Stunt.

Barbour—You seem warm; have you been exercising? Waterman—Yes, indeed; I went to the mutes' dance and swung dumb-bells around all evening.

### Embarrassed.

"Didn't you feel pretty cheap sitting there with a young and innocent girl at such a shocking play?" "I did. She had to explain a good many of the innuendoes before I was able to get them."

### A Little Fellow.

Teacher (to Peperl, whom he has caught in his apple tree)—Come down moment; I want to tell you something. Peperl—It can wait, sir, I'm so small, I don't need to know much.

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Ragtime Songs, Probably. "Ever notice how Jones sings at his work?" "Yes; how he must hate it."

Book Chat. "These fine old theological works don't appear to be a very salable commodity with you, my man."

"Well, sir, the way is, we buy the books in lots, and we 'as to take the bad with the good."

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## THE NEW OLD SPIRIT OF CHRISTIAN PHILANTHROPY

Rev. Dr. A. J. Lyman, of Brooklyn, Preaches Striking Sermon

TO DO EFFECTIVE CHRISTIAN WORK

Necessary Steps to be Taken Before Efforts for Betterment of Humanity Can be Productive of Best Results.

New York, May 26.—The Rev. Dr. A. J. Lyman of the South Congregational Church, preached a week ago a sermon on "The New-Old Spirit of Christian Philanthropy." This sermon attracted so much attention that its publication has been requested. It is here, with given entire. Dr. Lyman took his text from Leviticus xvi:10: "Bring forth the old because of the new." Dr. Lyman said:

You have heard of the Scotch professor of theology who was once asked how he prepared his sermons. "Oh," said the hard-headed old theologian, "I just begin with 'Infinite and gang right on.' One wonders what he would end with if he began with 'Infinite and gang right on.'"

I do not mean today to begin with 'Infinite and gang right on' by calling attention to the very general and universal law of life in this world of ours, which we may call the law of dualism, or, steering clear of a technical word, the law of "two-ness," according to which the fine result in every field and department of action is reached, not by one force acting alone and independently, but by the joint action of two forces, apparently in contrast—each modifying the other, yet really both contributing to one composite result.

I pick up this sermon page by two forces. The opposing pressure of finger and thumb, I serve you roundness of your face by the binocular of my two eyes, each giving a slightly different picture. So everywhere. From the climb of the bird in the trees on May day to the swing of the planets in their orbits, every finest result in nature is accomplished by balanced dualities of forces.

And in the human realm the same law holds. The quality of sex in marriage, the balance of parties in government, are but higher notes in this vast music of contrasted opposites—the most universal of all the laws of nature. So in ethics. We must need balance freedom on the one hand and obligation on the other; justice and kindness. We never get anywhere save by such a two-horse team, apparently pulling apart, but really working together. So in religion. The great religious impulse is the binding together of two contrasted personalities—God and man. So in the Bible. All real Bible must be twofold—an Old Testament and a New.

Now in the importance of this principle of twoness we are apt to forget for the moment. We have been in a great movement sweeps over the face of society. Then it is that people get excited and divide into camps, each playing a partisan card—the conservative or reactionary camp; the progressive or radical camp—one dwelling altogether upon the past and not doing justice to the new; one taking up with the new and falling in justice to the old.

Both are in error, as presenting only half the truth. Take as an illustration one of the most sweeping and beneficent movements of our age—the modern development of philanthropy in this country. We have now come to the time when the intelligent and sober second thought of many of the up-to-date social workers in this country is beginning to recognize the fact that in our recent exclusive attention to institutionalism, that is, attempting to reach results by scientific and organized processes, we have been in danger of forgetting the contrasted and older force of personalism.

Perhaps you know those three fine lines of Ernest Crosby: None could tell me where my soul might be. I searched for God, but God eluded me. I sought my brother, and I found all three.

Speaking only a few days ago with the newly appointed superintendent of the Brooklyn City Mission Society, one of our brainy and up-to-date experts, he informed me that within two years the entire charitable and philanthropic force of Manhattan had been incorporated with a new sense of the absolute necessity of hand-to-hand work as supplementing the more impersonal method of scientific bureaus.

The truth is, institutionalism alone is already beginning to break down in this country. After we have cleared the ground by scientific methods, said Mr. Schaeffer, for substance, then individuals must penetrate into the homes of the wretched. Warm hand must touch cold hand.

"Of all the lights you carry in your face, joy will reach farthest out to the needy," said Mr. Newman. Personality must touch personality, or else all our method and mechanism will come to naught. The results must be external and so temporary. You will not misunderstand me. This congregation never did have what some churches have a genius for understanding its ministers. This does not by any means imply that the method and the mechanism of the new social service methods are not valuable. They are more than valuable; they are indispensable—more than indispensable. We have waited for them. We have miserably failed in the past because we have not waited

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