

The Evening Times and Star

ST. JOHN, N. B., JUNE 30, 1914.

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THE NATIONAL HOLIDAY

Tomorrow the people of Canada will make holiday, and perhaps will give more thought to mere enjoyment of the day than to its significance. In their hearts, however, the sentiment of Canadian nationality is strengthened year by year, and with the passing years they realize more and more the advantages of Canadian citizenship. While it is true that during the last year or more there came a sharp turn in the fortunes of many people, because the remarkable progress of the country had developed too much of the spirit of reckless speculation, the tide is now turning again; and the country is the better for having been called upon to take stock, and under the strain of a world-wide financial stringency proceed with greater caution along the line of material development. In Western Canada, where the depression was most keenly felt, the conditions have lately improved, and the promise of a great harvest has revived confidence. In the eastern provinces, where the depression was least felt, the people have the greater reason for satisfaction.

Canada has made enormous strides, and the greatness of her future is recognized throughout the world. In her relations with the rest of the British Empire there is only one weak point, and that is her failure to assume her share in naval defence. The abandonment of the policy adopted by Sir Wilfrid Laurier at the suggestion of the Admiralty, and the abortive attempt of Mr. Borden to force Canada to return to the discarded and discredited policy of contribution, has placed Canada in a false position. It is, however, the present government does not find a remedy the country will call upon those who are actuated by a true Imperial sentiment to perform the task.

Canadians have every reason to be proud of the national holiday with pride and satisfaction. There is much, it is true, in politics and in social and moral conditions that calls for reform; but there never was a time when attention to the need of reform was persistently and vigorously impressed upon the public mind. Both from the national and Imperial standpoint Dominion Day, 1914, finds the people of Canada proud of their heritage and with growing sense of the grave responsibilities as well as the great privileges and advantages which are theirs.

ONTARIO ELECTIONS.

Toryism in Ontario received a shock yesterday. The Whitney government's majority has been greatly reduced. If the Conservatives all over the province had been true to their temperance professions that majority would have been wiped out altogether; but in Ontario as elsewhere, they are Tories first, and temperance or prohibition is a secondary consideration. The defeat of the government was not expected. Sir James Whitney had an enormous majority in the last house, and having but recently recovered from what was feared to be a fatal illness he was able to make a very effective appeal to the hearts of the people for personal support. That appeal, however, did not save him from having his majority in the house largely reduced. While the Liberals are naturally disappointed that they are unable to abolish the bar in Ontario, they have great reason for satisfaction at the very marked evidence of the returning tide of Liberalism. Following the recent by-elections in Saskatchewan, which showed great Liberal gain, the Ontario result will give satisfaction to Liberals all over Canada.

The fact that only one out of eleven men who ran on a strict temperance ticket in Ontario was elected is significant.

Sir James Whitney is said to have described the general result as "a glorious victory." It is well for the venerable knight that he is able to take so cheerful a view of the situation. His opponent, Mr. N. W. Rowell, has much greater cause for satisfaction. Liberalism in Ontario was at a very low ebb when he assumed the leadership of the Liberal party. Steady gains have been made since 1911, and there can be no doubt that an analysis of yesterday's popular vote will show greater Liberal strength in the province than is indicated by the relative membership of the two parties in the new house. In the city of Ottawa, for example, a Conservative majority of 3,377 three years ago has been converted into a Liberal majority of 969.

Mr. Rowell and his friends in this contest were fighting against not only the entrenched forces of provincial Toryism, but they had also to fight the money and the influence of the federal government, with several of Mr. Borden's colleagues taking an active part in the campaign. Mr. Borden, as well as Sir James Whitney, breathed more freely this morning, but the federal premier cannot be blind to the fact that the tide is setting against his party throughout Canada.

The St. John Standard tells its friends that the Liberal policy of abolishing the bar was not effective because there was not sincere and honest force behind it, and the people of Ontario want honesty of administration of the affairs of that province. There is fear of a rising in the great province. If they get it, the Tories

of Ontario must be a very considerable improvement upon the New Brunswick brand of Toryism. The Standard also quotes the remark of a Liberal newspaper that yesterday's contest would show how the tide is running in Ontario. "And it did," says the Standard. The assertion is not disputed. It showed that the tide is running with Mr. Rowell, the leader of the Liberal party in that province, and as soon as the strong personality of Sir James Whitney is removed from the arena of provincial politics Mr. Rowell's hour of triumph will come. He is a young man, and during the short period of his activity in politics has made wonderful gains in popularity and voting strength. He is Ontario's coming man.

HOLIDAY TIME

To a very important and large section of the population of St. John this is a notable day. It marks the closing of the public schools for the summer holidays, and for a number of the students marks the closing of their school life. Probably it means the end of their school life for a much larger number than is generally realized. Those who graduate from the high school are not the only ones who will not return at the close of the holidays. Too large a proportion of the children are compelled to leave school at an early age, and it is unfortunate that the curriculum is not of a character to make their period of school life as useful to them as it might be in fitting them for the tasks which they must take up while yet of tender years. It is recognized that our educational system is not sufficiently practical, but there appears to be great difficulty in bringing about a satisfactory reform. Everywhere today the plea is for greater attention to such training as will be of the most benefit to those who must leave school at the age of fourteen or thereabouts, and it is also conceded that even those who have completed the high school course are not very well equipped, unless it is the intention to send them on to the colleges and fit them for a professional career.

Today, however, is the children's day, and for the next two months the thought of study will not trouble them. Some will go to the country and find enjoyment. The great majority, unfortunately, must remain in town, and it is only to be regretted that there are not greater facilities for play, and larger playgrounds with the right kind of supervision, to make the coming weeks beautiful and enjoyable to a great extent than is now possible. Too little attention is paid to the children in holiday time. It is a character-forming period just as truly as any other period in their young lives. There is something to be said in favor of that system of education which so mingles intelligent work and play that it is not necessary to turn the children out for two months for rest and recuperation. Since things are as they are, however, all the citizens will rejoice with the young people and hope that they may enjoy to the utmost the holiday season.

Mr. Borden is said to be in some doubt about that western trip. Under the circumstances this is quite natural.

Has the provincial government invited Mr. W. H. Berry, one of its officials, to return and give evidence before the Royal Commission? If not, has it dismissed him from its service?

It is to be regretted that greater harmony does not prevail in the city council. There is much serious business to be transacted, and personal feeling should be subordinated to the public interest.

Although it will still be afloat the American navy goes dry tomorrow. Even the officers' punch-bowl must give place to the coffee urn, and not a man in all the navy will be one whit the worse for the change. Human experience has proved that even in war-time it is not necessary to serve grog in order to make sailor or soldier stand up to his work. "Ditch courage" has been replaced by courage of as fine a quality and more intelligently directed.

Once more it has been demonstrated that advocates of the abolition of the bar do not always vote as they pray. Once more, also, politicians are justified in regarding with a considerable degree of doubt the professions of the advocates of prohibition. One temperance candidate out of eleven survived in Ontario.

We are out of the charge from the temperance platform that politicians are not to be trusted. Is not the politician to some extent at least justified in remarking "you're another?"

The fact that the British minister to Mexico has advised all British subjects to leave that country shows that in the minds of the representatives of other countries the situation in Mexico is very serious. The mediators find their task greatly hampered by the attitude of the leaders of the contending Mexican parties. There is fear of a rising in the great province. If they get it, the Tories

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THE READ SONG SPARROW.

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He could sing,
And an elm-tree's new-leaved bough
Was his swing.

Laughing waters, leaves wind-stirred,
Thousand tongues,
Yet no sweeter sound was heard
Than his song.

Now he lies with gasping breath,
Torture-bound,
Writhe, struggling in his death
On the ground.

Just a common tragedy
Of the spring,
Just a hunter taking aim
Practising.

Passing careless on his road
Over the hill,
Yet a messenger of God
Now is still—Dumb Animals.

LIGHTER VERB.

Neighborly Kindness.

"This plant belongs to the bongia family."

"Ah! And you are taking care of it while they are away."

Without Assistance.

Teacher—Did anyone help you with this map, Sam?

Sun—No. My brother did it all by himself—Life.

"It is said that more than one person has been killed by kissing."

"Yes; but isn't it great if you live through it?"

She—"How did you get your stolen watch back so quickly?"

He—"The poor idiot of a thief took to a pawnshop, where they at once recognized it as mine."

Willie's Dilemma.

Sister—Willie, if you hang around and listen when Jack calls tonight I shall whip you.

Willie—And my says she'll whip me if I don't keep tabs on you and him.

"So Jones is playing golf for his health?"

"Yes."

"Any improvement?"

"His health is better, but his language is worse."

Duke, said to be the largest horse in the world and weighing more than 8,000 pounds, was owned and exhibited by Charles Miner of Brattleboro, Vt.

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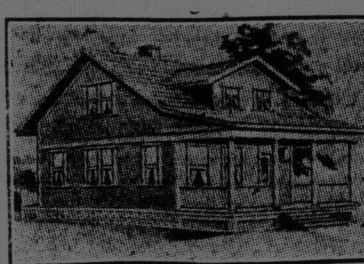
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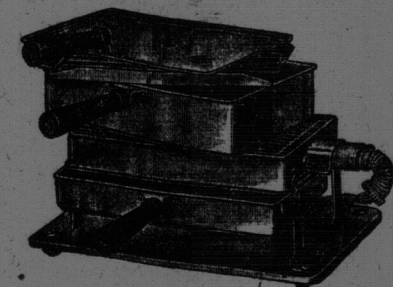
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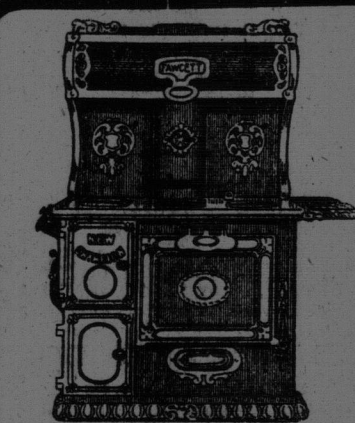
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EVIDENCE IS SHOWING COST OF RAILWAY

Inquiry Into Valley Railway Affairs
Continued at Fredericton—Work Accomplished by Kennedy & McDonald—W. J. Scott Did Not Sign Contract But Got Lots of Work

Fredericton, June 29—None of the evidence given before the royal commission investigating the Valley railway charges this afternoon was of an unexpected or startling nature. The chief witness was Daniel MacDonald, chief clerk of Kennedy & McDonald the contractors upon the upper section of the St. John & Quebec railway. His testimony was concise and clear, showing how much work had been done by his firm and how much remained before the road was completed. Berton M. Hill, the divisional engineer in charge of this work, gave evidence in support of his testimony. The chief witness, Daniel MacDonald, said that he had been in the main, MacDonald's story agreed with his. Although the evidence was full of figures yet the intelligent manner in which they were presented by the witness made it clear that the cost of that portion of the railway was not so great as to warrant the demand for an increased guaranteed bond issue.

The contract between Kennedy & MacDonald and the St. John & Quebec Railway Company was placed in evidence and it was shown that the document was signed but not dated, work, however, was begun May 25, 1912 and up to June 30 the net progress estimate was \$7,147. The total work done to the end of August was \$37,798; to Sept. 30, \$64,485, and Oct. 31, \$90,360.

Checks for the previous month's work were issued between the 15th and 25th of the following month.

No work was done during the first three months of 1914 and the firm's last progress estimate (net) up to March 31, 1914 was \$104,028.

Up to April 8, the date of the Dugal charges, Kennedy & MacDonald received in cash \$400,004.

The witness gave an estimate of the amount necessary to complete the road which agreed very closely with that of Divisional Engineer Hill.

He gave the details of another contract of two and a half miles on the work of the Hibbard Construction Company, but, he said, the contract was direct with the St. John & Quebec Railway Company and was made in June, 1913. It was never signed, however, but they went on with the work at a price ten per cent. lower than the Hibbard company received. Up to March 31, 1914 they had earned (net) upon this contract \$10,456 and since April 8, \$11,715. It would take about 6,000 yards of track, all to complete, costing \$1,800 and \$830 for ballasting.

Their third contract was with the Hibbard company and was practically the taking over of a part of their contract, payment being guaranteed by the St. John & Quebec railway. They began this work Oct. 17, 1913, and for track laying received a new price, \$300 per mile, which was \$100 per mile more than the Hibbard contract called for. Upon this contract their net earnings were \$10,024 to April 8, and since that time \$2,249. It was difficult to estimate just what the cost of completion would be, while the track laying was completed, there was some ballasting to be done.

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W. J. Scott.

William J. Scott was the next witness, and it transpired that while he supplied about \$100,000 worth of material he never received a contract, mainly because he did not put up the necessary deposit.

The sitting was without incident. Mr. Teed was the only lawyer present for the defendants Messrs. Pennington and McLeod and the Valley Railway Company. The attorney-general was in court most of the afternoon, an attentive listener to the evidence. Ross Thompson, for the Valley Railway Company and Chief Engineer Warr were also in court as well as a large number of citizens.

Mr. Carvell is gradually getting the cost of the road from the men who did the work and supplied the material, and from the engineers in charge. The contractors know to a cent what their money they have received, and the other charges are more or less of a fixed character, so any unusual figures can be detected without much trouble by men who are experienced in railway construction.

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