

The St. John Standard

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ST. JOHN, N. B., TUESDAY, APRIL 21, 1914.

"FOOLING THE PEOPLE."

A cloud of anxiety has settled over the Evening Times. That newspaper displays a belated solicitude lest the people of this province should place credence in certain statements made by The Standard concerning the Valley Railway.

Citizens who have followed the Times through its peculiarly chequered political career have learned that whenever its masters particularly desire something for themselves Mr. Pugsley's evening organ suddenly becomes obsessed of the idea that the people are facing a grave danger with which only the Times, or some of its masters, can cope. Just now it fears that the Valley Railway will be completed by the present Government and the laborers of the gentlemen especially represented in the legislature by Mr. Dugal of Madawaska will have been in vain. That is the danger the Times sees ahead, but it menaces only a small group of disgruntled Liberals for whom the Times speaks.

Under the title "Fooling the People," the Times last evening gave expression to the anguish in its soul. It claimed that if this newspaper is sincere in advocating the completion of the Valley Railway at the earliest possible date we should prove that sincerity by urging upon the Dominion Government the advisability of providing for the full cost of the bridges across the St. John and Kennebec rivers. It is not necessary to urge upon the Government an obligation that they have already given assurance of their willingness to assume. When representatives of the New Brunswick administration went to Ottawa to request from the Borden Government a measure of assistance for these bridges, they were met with the most considerate and told that the Government would be willing to assume the cost. This was reported to the Provincial Government, and the accuracy of the report was never questioned until in Frederickton, last week, one of the members of the Grit trinity, composed of F. B. Carvell, P. J. Veniot and E. S. Carter, the special political "do-gooder" for the Telegraph and Times, caused the report to be circulated that the Borden Government would not assume the cost of the bridges in question. The only foundation for such a report was that Hon. H. R. Emmerson, in the House of Commons, had asked a question relating to the matter and had received the reply that it was "under consideration."

Such a reply was not an uncommon one, even in the days of the Laurier Government, and does not at all indicate that the aid will be withheld. Still it was deemed sufficiently discouraging, for the persons interested in the blocking of the Valley Railway project, to assiduously circulate it in the hope of conveying the impression that the assistance asked for would not be given at all. There was no reasonable ground for such a presumption other than a desire to fool the people, a proceeding which the Times now regards with such stern disapproval. The Standard does not hesitate to say that the assistance for the bridges not only should, but will be given, and that the Valley Railway will be completed and successfully operated without the help, or rather despite the attempted obstacles of the men who, for political reasons, are desirous of delaying the project, or wrecking it altogether.

The Times also finds ground for grave anxiety in the fact that the Gagetown-St. John section of the railway has not been determined upon. There are few people outside of the Times office who are prepared to believe that it will not be determined upon, or that it will not be built, and the same will apply to the section between Centerville and Grand Falls, which will be constructed, and like other railway undertakings, receive the Dominion subsidy. The Times itself does not doubt that, although it professes to do so, it is possible that that newspaper is assuming the role of doubting Thomas merely for the purpose of "fooling the people."

The idea is too terrible to think of. As to the connection of the Valley Railway with the Grand Trunk Pacific, it is, perhaps, unkind to remind the Times that if the self same Grand Trunk Pacific had been properly routed by the Liberal commission, which built the eastern section of it, its course would have been down the valley of the St. John River, and then there would have been no need for the Valley Railway. That the Government of New Brunswick found it necessary to build the Valley line at all is due to the fact that, in constructing the National road, the Liberals were more heedful of the demands of Mr. Fielding and the solid eighteen from Nova Scotia than of the needs of this province. The New Brunswick Government in giving railway facilities to the people of the St. John Valley is

simply doing what the Laurier Government did not dare to do for fear of offending Mr. Fielding, and the Times knows that to be true. If it still doubts, reference to its own files might furnish interesting corroborative evidence.

Reveries, however, to the subject of connection with the G. T. P., there is no doubt this will be arranged in good time. The Times knows that the G. T. P. cannot enter New Brunswick until the Quebec bridge is completed, and the Times must also know that the delay in that regard was very largely due to the action of the Laurier appointed commission, which appeared to be more concerned in helping Michael Patrick Davis to make \$240,000 profit out of the Quebec bridge job, than in insuring that the construction should be of such a substantial standard as to obviate the possibility of the tragic accident which caused the partly completed structure to be buried in the St. Lawrence River, and exacted an appalling human toll.

The Times claims that this newspaper is interested in seeing the additional bond guarantee for the Valley Railway adopted by the Legislature. The Times is correct, and this newspaper has never found it necessary to make apologies for its attitude on that question. The Standard, with the majority of the people of this province, believes that the bill permitting the guarantee of \$10,000 per mile of bonds is good legislation in the public interest, and we also believe that the Times' objection to the bill is based upon the knowledge that the assistance so given will result in the more speedy completion of the road, a consummation which the Times and the clique it represents devoutly wish shall not come to pass.

The Standard is also prepared to advocate, and has advocated, the most searching investigation into the Dugal charges, and in referring the matter to a Royal Commission, thereby removing it from the realm of politics, the Government of New Brunswick has exhibited an exactly similar desire. But were the men behind Mr. Dugal, the men for whom the Times speaks, equally anxious? We do not believe it. Those who know Mr. Dugal, or those who were in close touch with the happenings of last week in the legislature, hold the opinion that practically every utterance made by the member for Madawaska, from the time he first gave notice of his charges until he finished on Friday afternoon was put into his mouth by one of the members of the Grit trinity before referred to. If these men so earnestly desired a "most searching enquiry," why did they not have Mr. Dugal ask for a Royal Commission in his original motion? He requested a committee of the house, and if he had received just that, he would have had no reason to be dissatisfied.

As a matter of fact the reference of the charges to a Royal Commission was the very thing the men responsible for the charges did not want. They had hoped to make general charges, and when they were disproven by the House Committee, which they presumed would have been appointed, the opportunity would have presented itself to cry that the whole proceeding was a white-wash expedition, and that the truth did not appear. Reference to a Royal Commission has precluded any possibility of such a result, and has robbed the gentlemen behind Mr. Dugal's accusations of an opportunity to cry "white-wash."

The New Brunswick Government does not desire a partisan tribunal. On the contrary, as far as in their power lies, they have provided for the "most searching inquiry," and when it is concluded "the triumph of the Government over its opponents" will be all the more notable. It is not the Government or The Standard that have been "fooling the people." If the Times really desires to find the culprit it should look nearer home.

There will be a very warm welcome for the new secretary of the Board of Trade, Mr. R. E. Armstrong, who arrived yesterday to take up his new duties. Mr. Armstrong for many years has been engaged in journalism in this province and is well qualified for the position he is to fill. That his engagement may be a source of pleasure and profit both to himself and to the city of St. John will be the wish of all citizens.

"A good citizen, a good machinist and a good alderman," was the apt phrase used by the Globe last evening to describe Mr. George H. Waring, Sr., whose death occurred in Connecticut yesterday. There will be general agreement that the eulogy was well merited.

If the United States has no greater success in making Huerta take the count than it had in that little affair with Mr. Aguinaldo of the Philippines that bout may yet go the limit.

Diary of Events

HISTORIC DAYS IN CANADA

Erastus Wiman, one of the ablest and most influential of the advocates of the commercial union of Canada and the United States, died at his home in Churchillville, Peel county, Ont., eighty years ago today, April 21, 1834, and died in 1904, in his seventieth year. Half a century ago Mr. Wiman was editor of the Montreal Trade Review. Three years later he left that publication to accept a partnership in a New York mercantile agency. He brought the system of mercantile reports to high perfection, and amassed a fortune from the business and from his development of rapid transit lines on Staten Island and his control of one of the great telegraph lines of the Dominion. Although most of his mature life was spent in the United States, he never ceased to proclaim himself a Canadian, and to take an interest in the politics of his native land, and it was said that a Canadian stranded in New York had only to go to Mr. Wiman to obtain the necessary assistance. When the "unrestricted reciprocity" movement was launched in 1887 by Sir Richard Cartwright, Mr. Wiman immediately became one of its staunchest supporters, and his influence was widely felt, although his demand for "commercial union" and freer trade "with the continent to which we belong" was doubtless distasteful in phrasing to many of the advocates of the movement. The Dr. Goldwin Smith, Sir Richard Cartwright, J. W. Longley, Attorney-General of Nova Scotia, and a few other pioneers, Wiman was instrumental in bringing the Liberal party to the support of reciprocity. In 1894 Mr. Wiman became involved in financial troubles, and was convicted of forgery, but two years later he received a pardon and full exoneration.

THE PASSING DAY

A NOTED PHILANTHROPIST. Religious, educational and charitable institutions throughout Great Britain and Ireland and in British Columbia, South Africa and Australia, will celebrate today the centennial of their benefactor, Baroness Angela Georgina Burdett-Coutts, one of the noblest philanthropists in all history. She married an American man, who revealed the traditional custom and the spirit of the times. Her husband died not full of years, but of living to celebrate her 100th birthday, for she was in her ninety-third year when she died in London, March 20, 1906.

Baroness Burdett-Coutts was born April 21, 1814, the daughter of Sir Francis Burdett. Her grandfather, Thomas Burdett, was one of England's richest and most powerful bankers. His first wife had been only three months dead when he married her, and he sought consolation for his woe by taking as his bride Harriet Mellon, an actress. When the old banker died he left his entire fortune to his wife, who soon followed his example and took a second spouse, the ninth Duke of St. Albans. The actress who married the duke, and became a duchess, died in 1834, and left the bulk of her great fortune to Angela Georgina Burdett, on the condition that she take the name and arms of the Countess family. The young woman—she was then twenty—assented to this provision, and Miss Burdett-Coutts came into the possession of property estimated to be worth \$12,500,000. From that moment until her death, a period of over seventy years, her life was unselfishly devoted to the public good.

FIRST THINGS

HORSELESS CARRIAGES. The first application of steam power for propelling horseless carriages was made by Oliver Evans, who died in New York ninety-five years ago today. Evans was born in Danvers, Vt., in 1767. He was driven by a wheelwright's apprentice. About 1800 he attempted to build a horseless carriage, but the scheme was called the "steam man," a figure constructed to drag a phaeton. About the same time, in England, the Earl of Calithness invented a steam carriage in which he made a journey of 140 miles in two days. R. W. Thomson, of Edinburgh, applied an indiarubber to the tires of the wheels of a road steam car in 1865. The first vehicle to bear any resemblance to the automobile of today was built by Siegfried Marcus of Vienna in 1873. From there he went to Cuba, and thence sailed to California. He wandered through the San Joaquin and Sacramento valleys, then along the coast, and over the mountains, going where no white man had ever set foot, and discovering in the Sierras many glaciers previously unknown. Later he turned his attention to the deserts of Arizona and the frozen wastes of Alaska, and in the latter country discovered America's largest glacier, which has been named in his honor. In Arizona he discovered pet-

THE HUMAN PROCESSION

BIRTHDAY OF JOHN MUIR. In the school kept by Mother Nature there have been few more apt and studious pupils than John Muir, geologist, explorer and naturalist, who was born in Dunbar, Scotland, 76 years ago today. Spartan simplicity marked the early training of John Muir, whose youth was spent on a backwoods farm in Wisconsin where his father, a Scotch covenanter, had emigrated. The life was hard and the hours of labor long, but the youth thrived in body and mind and found time in the early morning hours, to read the Bible, Burns, Milton, Shakespeare and the few other volumes in the family library. Later he attended the University of Wisconsin, where his natural passion for botany, geology and natural history was well developed. He was still in his teens when he set out on his first long expedition, tramping over a thousand miles from Wisconsin to Minnesota. From there he went to Cuba, and thence sailed to California. He wandered through the San Joaquin and Sacramento valleys, then along the coast, and over the mountains, going where no white man had ever set foot, and discovering in the Sierras many glaciers previously unknown. Later he turned his attention to the deserts of Arizona and the frozen wastes of Alaska, and in the latter country discovered America's largest glacier, which has been named in his honor. In Arizona he discovered pet-

Little Benny's Note Book

BY LEE PAPE.

I was standing out awn the frost steps this morning, not wanting to be too early for school, and Mrs. Jones came out on her front steps, being rite next door, saying, Benny, have you got time to run around the kornair and get a box of Mackernony for me.

Yes mam, I sed. And she gave me a dollir to pay for it out and I went around to the stoar and sed to the man, a box of mackernony. And he took a box awf a shelf away from uthor boxes of mackernony and gave it to me and I gave him a dollir and he said, I suppose you want the change, don't you.

Yes sir, I sed. So he awf it to me, giving me a hole lot of dimes and things but no pennys.

Can you give me sum of it in pennys, I sed.

I haven't got a penny in the place, sed that man, wat do you want the pennys for.

O, no resin, I sed.

That makes it nice, sed the man.

Sir, I sed.

Nevir mind, sed the man. And I went out of the stoar and went in the milk stoar, saying to the milk lady, Will you piece give me sum pennys for a dime.

I haven't any change, sed the milk lady. And I went out, taking the box of mackernony with me, and went in the drug stoar and the meat stoar and the bakery stoar and nun of them sed they had any pennys and I saw them kids running to school as if they thawt they was going to be late, and I thawt, G, it must be getting late, and I kwik took the box of mackernony around to Mrs. Jones and gave her the change and she sed, Wy, you dided get any pennys in the change, did you?

No mam, why, I sed.

Well, wat do you think of that, sed Mrs. Jones, the first thing any uthir boy wood of thawt of wood be to bring back a hole hand full of pennys so id be sure to give him wun, and you nevir even thawt of it, did you.

No mam, I sed.

O well, I'll give you wun sum uthir time, sed Mrs. Jones.

Wich I dont no weathir she will or not, but anyway, I was late for skool.

The Cow.

(With apologies to Robert Louis Stevenson.)

The mooly cow stays out all day, No matter if it rains;

She lives on clover, grass and hay That grows in fields and lanes.

She sometimes finds a shaded crest, And here she loves to come And quietly lie down to rest And peacefully chew gum.

When she brings home her pail of milk She stands and blows her horn, To let the farmer know she's come, And wants her mush and corn.

I love the gentle mooly cow, With coat as soft as silk; She gives us cream and butter, too, And sometimes butter milk.

—T. E. P.

A NOTED SURGEON. One of the great benefactors of humanity, Prof. Adolf Lorenz, the Austrian surgeon, who fathered the system of "bloodless operations," was born in Silesia sixty years ago today. He received his medical education at Vienna University, graduating in 1889. It was in 1895 that he came into international prominence by his successful treatment of a manipulative process since called "bloodless surgery," a scientific system of bone-setting for the reduction of dislocations of the hip-joint. It was in consequence of carbolic intoxication that he turned to the field of orthopedic surgery. His successes in this work proved to the surgical profession that it was possible to substitute harmless manipulations under chloroform for many mutilating operations. By these rapid and bloodless methods he effected the cure of hip deformities and all forms of club foot, dislocations of the hip, and deepening the cure of congenital dislocation of the hip joints by reducing the dislocated head of the femur without opening the joint, or deepening the socket. About ten years ago Dr. Lorenz visited America and effected many remarkable cures. Dr. Lorenz's contributions to medical literature include several important volumes explaining his methods of orthopedic surgery, and these have been translated into nearly all of the leading modern languages.

Sad Regrets. She—If I'd known before we were married that you swore so, I'd never have accepted you.

He—Confound it! That's what comes of being a hypocrite.

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