

The St. John Standard

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ST. JOHN, N. B., SATURDAY, MAY 2, 1914.

AID TO THE C. N. R.

We are informed in despatches from Ottawa that the Liberal members of the House of Commons will present opposition to the Government's proposals to give assistance to the Canadian Northern Railway and it is a fair inference that this stand will be undertaken purely as a matter of party duty rather than because Liberal members really are opposed to the proposal as laid down by the Government. Men of both political parties, who have given the matter much careful attention, have become convinced that assistance to the Canadian Northern is one of the matters to which the Government is obliged to give consideration, if a situation which might have a very injurious influence upon Canadian business and industrial interests is to be averted.

It is only necessary to picture what would happen in the present state of the financial world in Canada if the great undertakings of Messrs. MacKenzie and Mann should be forced into liquidation. Of course there is, and always will be, the argument that no private owned corporation should receive assistance from the public treasury and this argument has been made to apply to a young country such as Canada at the present stage of our development.

Transportation lines are one of the prime necessities of Canada. They have already played a most important part in the opening and settlement of the newer parts of the Westland and, consequently, have done much to increase the producing wealth of the country. Realizing this, as well as the effect upon the country if the assistance was not granted, it was the duty of the Government to formulate a plan under which the greatest amount of security and protection would be afforded for the money to be advanced. This has been done and the statement is made on good authority that no fault can be found with the agreement the Government has obtained from the C. N. R. magnates. Indeed the opinion is frequently expressed in the Upper Canadian newspapers that the Government has the better of the bargain.

It is not to be expected that the proposal will be opposed by Parliament without some opposition, or that we will be spared many reiterations from Liberal members of how much better they could have handled the situation if they had the opportunity. Before according too much credence to the Opposition speeches, however, it is well to remember that the party of Laurier had its turn at railway undertakings and the \$40,000,000 waste on the N. T. R. has so far constituted its most notable achievement in that line.

A CLEAN CITY.

With a new City Council taking charge of the affairs of St. John, would it not be a good idea to continue this year the practice of a general clean-up day which worked successfully on one or two occasions? In Montreal, Halifax and other Canadian cities a day is set apart each year when the city is cleaned and the accumulation of rubbish which has been allowed to gather during the winter months is put away. St. John has not been a dirty city but with the approach of summer it certainly should be kept at its best.

There is a general optimistic feeling that the business depression and period of tight money from which Canada has suffered during the past few months will commence to pass away with the approach of summer, and that financial conditions will be easier. This being the case it is probable that St. John, in common with other cities, will enjoy a period of great development. Men with money will naturally come here as the city develops and it is well that their impressions should be of the most favorable nature. Nothing attracts a new comer to a greater degree than to find that the city in which he is planning to locate has a clean, busy appearance. Municipalities and towns in the market for new industries and new citizens are very like a store keeper with goods to sell. If he desires to impress a new customer with the quality of his wares and the up-to-date character of his business he must have an attractive store. After that is secured it is time to advertise to bring the customer to the store, but there is little merit in an advertising campaign if the customer is prejudiced when he arrives.

There are many localities in this city that will offer splendid material for a clean-up day. It is likely that there will be an increased expenditure for street improvements during the next year and while we have fairly good streets let us have the other things that go with them. A civic and private clean-up campaign would be a move in the right direction.

THE WINTER MAIL PORT

A deputation from Halifax is on its way to Ottawa to urge the claims of the sister city as the winter trans-Atlantic mail port. The deputation reached Montreal on Wednesday and appeared before the Board of Trade where the Halifax men claimed that mails could be delivered more quickly throughout Canada by being landed at Halifax than at any other maritime port. It was, they said, not only easier to Britain but was accessible in all weathers, and they requested that the Montreal board should urge upon the Dominion Government the claims of the Nova Scotia capital.

For some months the people of Halifax, and especially the Board of Trade of that city, have conducted a vigorous campaign in the interests of their port. For this they are to be commended but they must not now feel aggrieved if St. John engages in similar activity. The local Board of Trade communicated with Hon. Mr. Hazen yesterday in connection with the matter and he promptly replied that the post office department was having the records of the winter compiled and they would probably be ready next week. By these records a fair idea should be gained of the relative speed with which mails are handled through St. John and through Halifax and this should go a long way toward deciding the matter.

Under the former mail contract the steamers in the service were obliged to stop for mails at Halifax, but the Conservative Government adopted the principle of the open door and made the choice of ports optional with the lines in the service. This is manifestly to the advantage of St. John, as it is with Halifax there can be no ground for complaint. All St. John has ever asked for is a fair deal and no favors. The people are prepared to abide by the result. There is, however, much satisfaction, that, in advancing the claims of St. John, the Board of Trade will have, as it has always had, the close and energetic co-operation of Hon. J. D. Hazen.

NEWSPAPER CONFIDENCES.

The news editor of the Halifax Herald has been sentenced to forty-eight hours imprisonment because he refused to give to the Nova Scotia Legislature information regarding the authorship of a communication published in his paper and which it was claimed by the legislators reflected upon their integrity. His stand will be commended by all newspaper men irrespective of politics. A newspaper is a responsible institution and communications sent to it under seal of confidence must be respected as such. The editor of a newspaper has as much right to refuse to divulge the authority upon which he or any member of his staff received information as has a physician to guard secrets confided to him or a lawyer the confidences of his client.

In the heat of political strife there may be occasions when words are uttered or written which it might have been kinder to have left unspoken or unprinted, but we do not believe that any member of the newspaper profession, be he editor or reporter, would stoop to violate a confidence. The news editor of the Halifax Herald has shown that he appreciates the dignity and responsibility of his calling. He will come out of prison a bigger man than those who sent him there.

CITY PLANNING

Much interest is being taken in the International Conference on City Planning which will be held in Toronto on May 25-27 and at which H. R. H. the Duke of Connaught will deliver the opening address. The Canadian Commission of Conservation, an organization which has already accomplished much in the way of improving general conditions sends the following to The Standard with a request for publication:

"The substantial assistance given by the Dominion Government is evidence that the town-dweller, equally with the agriculturist, is receiving attention, and that not only the Federal capital but all Canadian cities are receiving from the Federal authorities such advice and assistance as the Congress will afford them. Invitations have been sent to all the cities and towns in the Dominion, requesting them to send delegations to the conference, and it is hoped that many will take advantage of the opportunity. Money could be spent to no greater advantage than in giving some of our city councillors the opportunity to come in touch with experts in civic problems from all over the continent. The advisers will carry home ideas that, put into practice, will save their townspeople millions of dollars, besides acquiring a new sense of the responsibilities of their office and higher ideals of civic administration."

As St. John is one of the Canadian cities in which the next few years will work a wonderful change in the way of development and expansion, it would be as well if the city of the future should be scientifically planned and we can imagine uses to which city funds could be put which might give less valuable returns than in defraying the expenses of a delegate to this conference.

Diary of Events

FIRST THINGS

The first president of the American Bible Society was Elias Foudinot, an eminent philanthropist, who was born in Philadelphia on May 2, 1740, 174 years ago today. Foudinot, who was president of the Continental Congress in 1775, was one of the organizers of the American Bible Society, and was its head from the founding of the society in 1815 to his death in 1821. The American Bible Society, which will celebrate its centenary two years hence, was modeled along the lines of the British and Foreign Bible Society, organized twelve years earlier. The society issues over four million volumes a year, the output including Bibles in many foreign tongues and Indian languages. During its existence of ninety-eight years the society has circulated over a hundred million volumes. The author of a wide popularity, he was a successful lawyer, and a barrister was not what he had anticipated, and he turned to literature. In that domain he was highly successful, and his novels, with their graphic and vivid pictures of Scottish life and their keen insight into Scotch mental and moral characteristics, soon won for their author a wide popularity. As a lad he was profoundly interested in descriptions of the pioneer life of the Canadian wilderness, and like many another lad in Scotland, England and Ireland, determined to go to Canada when he grew up. The opportunity to accomplish his dream of his boyhood came in 1825. As a barrister he had acted as British representative of those Canadians who were seeking to obtain compensation for losses incident to the last war between Great Britain and the United States, and in this capacity he suggested that remuneration be provided for these claimants by disposing of Canadian crown lands. This idea led to the formation of the Canada Company, and Galt was appointed its commissioner and dispatched to Canada. His efforts were not entirely satisfactory, and he was soon relieved of his office, but not until he had traveled far and wide through the Canadian West and laid the foundation, in 1827, for the now flourishing city of Guelph. The future city was christened by Galt, in honor of the royal family. The novelist died in Greenock in 1857, in his sixtieth year.

HISTORIC DAYS IN CANADA

John Galt, Scottish novelist, commissioner of the Canada Company, and founder of the city of Guelph, was born in Irvine, Ayrshire, Scotland, on May 2, 1779. He entered commercial life at an early age, but trade did not appeal to him, and he took up the study of law. The life of a barrister was not what he had anticipated, and he turned to literature. In that domain he was highly successful, and his novels, with their graphic and vivid pictures of Scottish life and their keen insight into Scotch mental and moral characteristics, soon won for their author a wide popularity. As a lad he was profoundly interested in descriptions of the pioneer life of the Canadian wilderness, and like many another lad in Scotland, England and Ireland, determined to go to Canada when he grew up. The opportunity to accomplish his dream of his boyhood came in 1825. As a barrister he had acted as British representative of those Canadians who were seeking to obtain compensation for losses incident to the last war between Great Britain and the United States, and in this capacity he suggested that remuneration be provided for these claimants by disposing of Canadian crown lands. This idea led to the formation of the Canada Company, and Galt was appointed its commissioner and dispatched to Canada. His efforts were not entirely satisfactory, and he was soon relieved of his office, but not until he had traveled far and wide through the Canadian West and laid the foundation, in 1827, for the now flourishing city of Guelph. The future city was christened by Galt, in honor of the royal family. The novelist died in Greenock in 1857, in his sixtieth year.

THE HUMAN PROCESSION

JEROME K. JEROME

Jerome Klapka Jerome is the full name of the English author who, a quarter of a century ago, set the tongue of the literary world wagging with words in praise of "Idle Thoughts of an Idle Fellow" and "Three Men in a Boat." Mr. Jerome was born fifty-five years ago today, May 2, 1859, and was a clergyman's son. In his young manhood he was by turns clerk, schoolmaster, actor and journalist. His first book, "On the Stage and Off," in 1888 and a novel, "The Three Men in a Boat," in 1889. These works won for the author an army of admirers throughout the English-speaking world. Later he was associated with Robert Barr in the editorial management of The Idler. More than thirty volumes have issued from Mr. Jerome's pen. Several of his plays have been highly successful, but his latest dramatic effort, "Robina of the Hood," has not met with the same success. He is a prominent critic with one of the shortest criticisms on record: "The programme describes it as 'an absurd play'; it is."

A FARMER'S BENEFACTOR

Harold Fowler McCormick, son of Cyrus Hall McCormick, and son-in-law of John D. Rockefeller, was born in Chicago forty-two years ago today. He is the president of the International Harvester Company, the largest implement manufacturing company in the world. Mr. McCormick is an enthusiastic sportsman, and has spent large sums in the developing of the science and sport of aviation.

THE PASSING DAY

French royalists will celebrate with much enthusiasm the centenary of the restoration of the Bourbon dynasty on May 2, 1814. While French monarchists are few in numbers, they are capable of much noise, and the lovely lady who represents a republic, liberty, fraternity and equality, has learned not to rest at and even to enjoy, the clamor of her foes. The observance of the centenary will begin today and continue through tomorrow, the actual anniversary of Napoleon's arrival at Elba. When Napoleon was sent into exile, an Emperor without a crown, the question of a successor was furiously discussed by the diplomats representing the allies. So far as the people of France were concerned, they little cared who was to sit upon their throne. Worn out and impoverished by the wars brought on by Bonaparte's boundless ambition, they asked only for peace and bread, and let him rule who might. As they viewed it, one monarch was as good or as bad as another.

There was much wire-pulling and many influences at work in those uneasy days. Bonaparte felt the imperial bonnet buzzing about his head. The Emperor of Austria favored a regency under Marie Louise. Alexander of Russia was indifferent, but not adverse to the re-establishment of the republic. There was no popular demand for the restoration of the Bourbons, and English, Austrian and Russian commanders had refused to recognize representatives of the family. It was Wellington's opinion that "in proposing a sovereign in place of Napoleon it matters little to Frenchmen whether he be a prince of Bour-

Little Benny's Note Book

BY LEE PAPE.

My cousin Artie and me fowned a bunch of violitts in the street today being a little bunch and not looking very noo smelling near like violitts chain looking like them and Artie sed G we can sell them.

We awt to get 2cents for them anyhow, Ised May be we cood of if people hadent wawked awn them sed Artie

We awt to enyhow I sed, violitts is expensive. And we started to wawk up and down the poyment, saying, Heer you are violitts, violitts any to sents a bunch, and lots of peepel went by and sum of them looked at violitts, but thats awl enybodydid to them and aftir a wile I sed, Ask a fello with a gert thats the way to sell things

Wich pretty soon a fello cald a-lawing with a gert holdink on to his arm as if she thawt he woud run away if she left go wich may be he woud of being a funny looking gert, and Artie went up to him awlmost sticking the flowers in his face and saying, Violitts, any 2 sents a bunch . . .

Ware are they, see the fello. Heer sed Artie keeping awn holding them up, and the felo sed O I thawt that was sumping elts, wats the mattir with them, did the holo sed tired of kicking them.

Hee Hee sed the gert, and they keppe awn wawking, and Artie kawled after them ill give you them for a sent thats a bargin. Wich it was but the fello and gert just keppe awn wawking as if they didnt no a bargin wen they herd wun

G hes a tite wad he must wunt them for nuthink sed Artie. And we keppe awn trying to sell them saying Heer you are violitts wun sent a bunch Ised for them sed Artie 2 sents a bunch, any noboddy woud buy them for a sent and aftir we had asked moar felos with gerts

sed, May they awt very good violitts and I sed, Theyd be awl rite if they wusent so derty they smell awl rite And jest then who kame alawng but Mary Watkins and I sed, Holo Mary do you want some violitts . . .

Not those lerty things, sed Mary Watkins. And she keppe awn going as if she thawt she was sumboddy grate and I sed, O heok and threw the violitts back in the street agin and Artie sed Hay wat did you want to do that for, we mite of bin able to sell them and I sed, if she dont wunt them noboddy wunts them, she takes ewrything.

And if sumboddy elts didnt pick them up and try to sell them, I think thare still layng thare in the street.

bon or of other royal family." Very little, indeed!

Into such situations some forceful man always injects his personality and casts the deciding vote. The man of the hour was Talleyrand. "The republic," he asserted, "is impossible; the regency or Bernadotte means perpetual intrigue. The Bourbons alone represent a principle." They represented, rather, a principle, and that principle Charles Maurice de Talleyrand-Perigord. He who had been president of the National Assembly in 1790 and had betrayed the republic, who had fawned so slavishly upon Napoleon when the latter was at the height of his power, now drafted a new constitution which "restored to France her rightful king—Prince Louis Stanislaus Xavier—Bourbon." On the third of May the monarch made his triumphant entry into Paris, to the music of a few perfumery cheers. He was proclaimed Louis XVIII, King of France and Navarre, and pompously claimed the throne "by divine right."

The House of Bourbon, the dynasty thus restored, derived its origin from the Archambauds, lords of Bourbon, in Berry. These petty princelings came to the throne of France in 1328, Spain, and Naples. The first of the line mentioned in history was Adhemar, who, in the tenth century, was lord of the Beaunais, now the republican department of Allier. The power and possessions of the family gradually increased, until, in 1372, Beatrice, daughter of Agnes of Bourbon and John of Burgundy, married Robert, sixth son of Louis IX, and connected the Bourbons with the Capet royal line. Their son, Louis, became the first Duc de Bourbon, and from the two sons of the first duke

two branches of the family took their origin. The elder line became extinct, but the younger line produced Anthony of Bourbon, Duke of Vendome, who, by marriage, acquired the throne of Navarre, and whose son, Henry of Navarre, became Henry IV, of France in 1589. The Bourbons continued to rule France until the execution of Louis XVI, in 1793. Louis XVII, never reigned, and died in prison, and it was a brother of Louis restoration of the monarchy in 1814.

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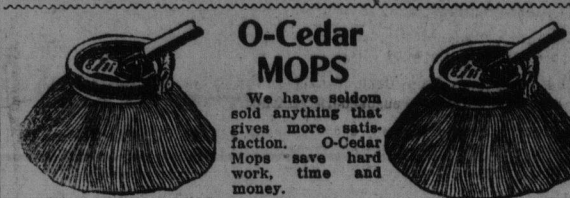
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