

The Evening Times and Star

ST. JOHN, N. B., JANUARY 8, 1914.

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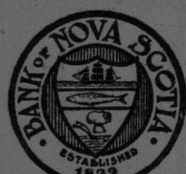
THE TROUBLED TORIES

In the course of their vain effort to retrieve lost ground with the electorate the Conservative party in St. John held another public meeting last evening, with Mr. George W. Fowler, M. P., as the chief speaker. Mr. Fowler is known as an aggressive political speaker, whose addresses are of an entertaining sort, and it was hoped that if he came to town and denounced the Liberals and waved his flag it might divert the attention of satisfied members of the party from the doings in this constituency, and perhaps stem the rising tide of discontent with the Borden government and its policy. Mr. Fowler was able to discover in the by-elections considerably more comfort for his party than is justified, he gravely assured his audience that the people of Canada approve of the naval policy of Mr. Borden. Hon. Mr. Wilson, who spoke later, went even further, and assured his hearers that "the one great issue upon which the next election must be run is the naval question." Beside this issue, Mr. Wilson declared, "other issues are insignificant." This news is of some importance, if true; but it lacks convincing allusions to the record of the Liberal party. This is an attractive subject, and might have been dealt with at far greater length by Mr. Fowler with great profit to himself and his listeners. What the Liberal party accomplished between 1896 and 1911 is known of all men. Contrasting the enormous progress and the healthy conditions of trade and industry which have increased in the cost of living and the increase of unemployment during the two years of Tory rule, leads to the inevitable conclusion that the sooner the Liberals are returned to power the better for Canada and its people.

Mr. Fowler made it perfectly clear that he is not in favor of removing the food taxes, but he does not appear to have expressed his views on the Gulliver agreement or the increase in the freight rates on the Inland rail- way. If Mr. Fowler had discussed these questions and had made some references to the importance of making the most rapid possible provision to receive and handle at St. John the traffic of the Grand Trunk Railway as soon as it is available, his hearers would have been far more deeply interested in his address. Mr. Fowler, however, was not asked to come to the city to discuss these questions, but to create a diversion. If he succeeded in making the stalwarts of the party forget their troubles for a brief time, he did about all that could be expected and should receive their grateful thanks.

THE POTATO EMBARGO

There is a report from Ottawa that the government proposes to put an embargo upon American potatoes. While there is a natural feeling of irritation over the action of the United States in placing an embargo on Canadian potatoes, this matter should be looked into very carefully before retaliatory measures are adopted. At the present time the hope is entertained that the sharp advance in price of potatoes in the United States will cause the consumers to make such an outcry as will prompt President Wilson to look into the whole matter a little more carefully. The price of potatoes in Anrookook county jumped from \$1.15 to \$1.60 as soon as the embargo went into effect. That there will be a still further advance, now that the Anrookook potato growers have the cards in their own hands, is certain. It can also be shown that there is no serious disease in New Brunswick potatoes, and there is still some hope that the embargo may be removed. Retaliation by Canada would, of course, postpone that.



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desirable result. The whole matter, therefore, ought to be considered very seriously by the government before action is taken.

A reduction in the Bank of England rate is announced today and is hailed with great satisfaction in the financial world at home and abroad.

The St. Andrews Beacon prints this remarkable rumor:—"It is reported that Harbor Expert Swan has recommended to the minister of public works the abandonment of the Courtenay Bay project."

The steamship Royal George has made a great record for St. John as a winter port. It will be found as time passes and a perfectly fair test under all conditions, and with proper railway connection, has been made, that St. John is as desirable a Canadian winter mail port as it is a freight port.

That must have been a great mock trial in London last night, when an attempt was made to solve The Mystery of Edwin Drood, and the proceedings were participated in by G. K. Chesterton, Bernard Shaw, Jerome K. Jerome, Sir James Barrie, Sir Edward Russell, W. W. Jacobs and other literary notables.

Sir James Whitney is a strong man. There have perhaps been few men of more obstinate will in public life in Canada. In his sick room in New York Sir James has of late been showing that same tenacity and strength of will, in a struggle in which he has the sincere sympathy not merely of one party but of all Canadians.

The St. Andrews Beacon says:—"Perhaps the food commission will be able to give some reason why Canadian food products are dearer at home than they are in Great Britain. For example, why is bread that is made out of Canadian grain cheaper in England than it is in Canada?" Mr. Fowler failed to discuss this question before the local stalwarts last evening.

The Standard continues to rejoice that Mr. H. B. Ames made a Tory campaign speech before the Canadian Club, and as usual gives choice expression to its regard for the Times and Telegraph. It will be noted, however, that Mr. Ames was not able to make his political speech before the Moncton Canadian Club and get away with it. He chose a different subject in the railway town.

Sir William MacKenzie repeats the statement that he would be glad to purchase the Intercolonial Railway and operate it as a part of the Canadian Northern system. The remark made on a former occasion when Sir William made a similar statement still applies. The C. P. R. appears to have the inside track so far as the Intercolonial is concerned. This is especially true of that portion of the Intercolonial between St. John and Halifax.

The Times remarked yesterday that York county has in the law suit over the Southampton branch railway a political sensation of some interest. This view is confirmed by the evidence printed yesterday and today in the Times and Telegraph. It is to be regretted that a fuller and fairer report of the proceedings is not found in some other newspapers. The evidence will be scanned each day with growing interest, because of the prominence of the gentlemen who participated in the transactions to which the evidence relates.

Two items of news which come from Moncton are worth bracketing together. One tells us that six young men went into a house on Sunday evening and smashed the furniture, and they are also charged with having beaten two of the inmates. It is also charged that they were intoxicated. The other item informs us that the truant officer the other day found five boys who were playing truant playing cards in the kitchen of a hut, and four others sitting about another kitchen in the same locality; while two more were roaming the streets. The officer compelled all these youngsters to return to school; but there is obviously a serious lack of parental care, or there would not be so many truant boys abroad on one day. So long as the small boys are not properly cared for there will be a crop of young men to get intoxicated and smash furniture and commit other depredations. Of course it is possible that all the young men charged with the offense referred to were not truant when they were younger, but an investigation in the case of each of them would probably discover the fact that there had been undue laxity, or failure to give them proper training when they were boys.

Probing Loss of the Oklahoma. Boston, Jan. 8.—Captain Gunter and three of the officers of the oil tank steamer Oklahoma, who were among the eight men rescued from the sinking ship and brought here by the steamer Bavaria, were detained yesterday as witnesses in an investigation of the disaster by government inspectors.

BIRTHDAYS OF NOTABILITIES

THURSDAY, JANUARY 8.

Colored, the Hon. Sam Hughes, Canada's minister of war, who celebrates his sixty-first birthday today, is one of the most conspicuous men of the day. Always in the limelight, he first gained notoriety by his strictures in parliament on General Hutton, when the latter was chief of staff of the Canadian militia. This led to his being refused a commission in the first South African contingent, despite the wishes of the government. However, the colonel was irrepressible and went to the front without the commission. Arrived at the scene of war he soon obtained employment in the intelligence department and organized a useful corps of bicycle scouts. Later he commanded a mounted brigade. Though his services were ridiculed at home, on account of the publication of some characteristic private letters, yet it only needed the commendation of Lord Milner to prove to his fellow-countrymen that Colonel Hughes had indeed distinguished himself.

LIGHTER VEIN
Aptly Described
"That's a fine, imposing building over there."
"Right you are! And it contains a fine-imposing judge. It's the police court."—Boston Transcript.

Modern Development
"I suppose that your son is developing space."
"Yes, and a pace that is much too fast for one of his years."—Buffalo Express.

The Exception
"Patience is a virtue," quoted the Wise Guy.
"Yes, especially in the people we owe money to," amended the Simple Mug.—Philadelphia Record.

A Valuable Tip
When you have saved up enough money to invest in doubtful mining stocks—buy an overcoat.—Chicago News.

Hot Day Discipline
"Well, you can have the job. But mind you, I want a man that's live, a hustler—one who works just for the pleasure of working."
"I see. I'm the man. You'll never catch me watching the clock, sir."
"Ah, I'm glad you reminded me. And I don't want to catch you hopping up every half hour or so to look at the thermometer."—St. Louis Republic.

FRANK J. CHENEY, CITY OF TORONTO, ONTARIO.
Frank J. Cheney makes oath that he is senior partner of the firm of F. J. Cheney & Co., doing business in the City of Toronto, County and State of Ontario, and that said firm will pay the sum of ONE HUNDRED DOLLARS for each and every false statement that he or they shall make in connection with the above and subscribed in my presence, this 8th day of December, A. D. 1908.

SWORN to before me and subscribed in my presence, this 8th day of December, A. D. 1908.

Dark Outlook
"He's always finding something new to worry about."
"What's the latest?"
"He's afraid that if beef goes up to a dollar a pound his doctor will prescribe it three times a day."—Atlanta Constitution.

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Poet Laureate of The Railway

(London Tit-Bits.)

A band of strong-armed tollers,
The same today as then;
Whether it be with the lever,
Or the coupling-pole, or pen,
The hand holds none with truer hearts
Than her band of railway men.

So sings William Aitken, the railway poet, in the dedication of his volume, "Echoes of the Iron Road," to his fellow-workmen on the line. The words are quoted in his last book of rhymes, "Songs from the South-West," the contents of which touch upon nearly every phase of railway life.

A remarkable man in many respects is Mr. Aitken. For forty years he has been district inspector on the Greenock section of the Glasgow and South-Western Railway, which threads its way through the Burns country, and his name is known and highly respected not only in Britain, but all over America and the whole of the English-speaking colonies, on account of his writings. Inspector Aitken began life as a shoemaker in the little village of Sorn, in Ayrshire, and quickly abandoned the apron and awl, and found employment on the G. and S. W. R. The railway has furnished him with much of his inspiration, and his many musings are truly a delight to read.

Thus he pays a tribute to the memory of George Graham, who for many years was a well known and highly esteemed passenger guard at Prince's Pier Station, Greenock, and who, one morning, was found dead in his luggage van.

Caught at last the man who never said or did a creature ill,
In the front van of the Pullman,
Slumbering peacefully and still,
Every heart went out for George,
All had pity, none had blame,
He had slept before, but never George Graham.

The tribute concludes with these lines:
Men we've had since George left us,
Earnest, active, good, and true;
Men that did with brain and body
Everything that man may do.
Many a faithful, upright brother,
Many a one who told the same;
But we've never had another
George Graham.

True tenderness and feeling characterize many of Inspector Aitken's poems, quite a number of which have railway disasters for their theme. Recent events

lend tragic impressiveness to the following lines:—

Wild was the impact, fire, darkness and steam,
Engine 'gainst engine, and beam against beam,
Lighting the sky with a flash and a glare;
Two smoking monsters reared high in the air,
Stood locked together a moment, then fell.
What followed after, words fail me to tell.
Round and above in a wild heap piled then
Wreckage of carriages, wagons, and men.
Young men and old men, and men in their prime,
Crushed from the earth in a moment of time.
Sadly and silent we turn from the scene,
Vain all our dreamings of what might have been.
Chance, he had missed it the moment he drew
Back his reverser and off the steam threw,
Yes, there are times one scarce knows what to do,
Whether to stop or go blundering through.

But Mr. Aitken's book is not entirely devoted to railway poems, "Bits for the

Bairns" is the title of a large section, and there are many parents who will appreciate the truth so well expressed in the following lines:—

And boys will aye be boys, ye ken;
I yince was yin myself,
And mony a thing I said and did
I wadna care to tell.
The rowdiest lad has often been
The readiest to excel,
Ye shouldna judge the kernel by the
Roughness o' the shell.

And Thackeray himself would have been delighted with these lines on Vanity Fair:—

There's a town they call Vanity, mighty and great,
It has been since man fell from his holy estate;
And the path to "the land that is fairer than day"
Leads straight through the town, there is no other way.
There's a fair held there daily, year out and year in,
With its shops and stalls licensed to traffic in sin.
Fame, Fashion, and Riches, and Pride
Have stalls there, and Crime and Betting have whole streets in Vanity Fair.

CONVICTS MUTINY

Four Prisoners Killed and 53 Wounded, and 18 Warders Injured

Cairo, Egypt, Jan. 8.—Four Egyptian convicts were killed and fifty-three wounded when the prisoners confined in the neighboring Taurah penitentiary mutinied and were fired on by the guards. Eighteen warders were wounded.

A conspiracy to break jail had been suspected, and the convicts were paraded in the courtyard of the prison. The wardens began to search them, and one of the prisoners struck a searcher. This was the signal for a general onslaught on the wardens by 1,800 prisoners and the officials were in imminent danger of their lives.

The armed guards of the jail then mounted the high walls surrounding the courtyard and fired a warning volley of blank cartridge, which had no effect in checking the mutineers. The guards then loaded their magazine rifles with ball cartridges and fired several volleys into the closely packed mass.

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