

The Standard

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ST. JOHN, N. B., MONDAY, JANUARY 13, 1913.

PROVINCIAL ROADS AND BRIDGES.

The appropriation voted by the Legislature of 1912 for roads and bridges was \$270,000. The expenditure was \$294,912, or \$24,912 more than the estimate. Still the cry is for more money from every quarter. There are upwards of 14,000 miles of highway and nearly 100 miles of bridges in the Province of New Brunswick. So far as the actual cash outlay for the maintenance of both roads and bridges is concerned it is nearly all furnished from the Provincial treasury as the major part of the local tax for road maintenance is paid in statute labor. What the money value of this tax amounts to no one has apparently taken the trouble to estimate. During the three years the law requiring the payment of a money tax was in operation the amount collected each year was in the neighborhood of \$65,000, so that the value of statute labor performed would perhaps exceed this figure by from ten to fifteen thousand dollars. Therefore, over the whole Province last year the value of the work done on the roads and the legislative grant did not exceed \$200,000. Practically the entire expense of caring for all of the bridges is borne out of the Provincial treasury, all of the statute labor being performed on the roads. The Provincial expenditure on roads and bridges for 1912 was as follows:

| County. | Roads. | Bridges. |
|----------------------|---------------------|---------------------|
| Albert | \$ 6,402.00 | \$ 7,701.51 |
| Carleton | 12,059.83 | 8,570.49 |
| Charlotte | 15,191.96 | 5,064.06 |
| Gloucester | 6,661.04 | 8,930.95 |
| Kent | 7,383.21 | 41,816.63 |
| Kings | 12,548.09 | 12,244.19 |
| Madawaska | 5,821.03 | 3,520.65 |
| Northumberland | 10,209.99 | 18,644.14 |
| Queens | 7,302.92 | 6,748.85 |
| Restigouche | 6,621.42 | 8,247.53 |
| St. John | 6,248.85 | 15,792.91 |
| Sunbury | 4,045.51 | 2,863.49 |
| Victoria | 5,181.56 | 6,546.54 |
| Westmorland | 7,687.24 | 12,290.90 |
| York | 13,793.28 | 11,299.88 |
| Miscellaneous | 5,246.79 | 863.55 |
| Totals | \$132,354.72 | \$162,567.99 |

From this table it will be seen that the expenditure for bridges is still very large, though much smaller than that of last year. Some of the Opposition papers are denouncing the Government for having reduced the public works expenditure in 1912. These are the newspapers that condemned the over-expenditure of the previous year which produced a deficit in the treasury. Since 1908 the Government have expended the enormous sum of \$541,197.61 on the maintenance of roads and bridges. The bridges are now nearly all in good repair, and the annual cost of up-keep will not be so great, but as new structures are constantly being added, there is but little hope that there can be any material reduction of the annual expenditure. Should a flood of a serious character occur in any part of the country there are still many old bridges left that would certainly be washed out requiring a large expenditure to renew them.

Referring to the condition of the roads since the expenditures of the present Government were made, it can be safely asserted that they are in better condition than they ever were. Last season was about the worst ever experienced in New Brunswick. The rainfall was excessive, but the roads stood the test much better than in the year 1907 which, though wet, were not nearly as bad on the roads as 1912. It is asserted that the roads of New Brunswick are all that modern conditions call for. There are not more than five or ten miles of macadamized roads in the rural districts, but the gravel and dirt roads have been better maintained than they ever were and are in good condition for traffic.

THE PANAMA CANAL.

There seems to be a strong desire on the part of the newspapers of the United States and of a large proportion of the population of the country outside of Congress to repeal the objectionable tolls provisions of the Panama Canal Bill. The contention is that the clause providing for the exemption of coastwise vessels should never have been inserted and the wonder now is how it got there. The managers of the coastwise steamship lines say they did not ask for it, in fact that they do not want it, as the tolls would be added to the freight rates and be eventually paid by the consumer of the goods transported through the canal.

Interviewed in New York the other day, George S. Dearborn, president of the American-Hawaitan Steamship Line, said that his company had never asked for free tolls through the canal, although plans were already under way to have the number of steamships doubled before the canal was opened next autumn. "It is purely an economic question," he said, adding, "somebody has got to pay the carrying charges and the cost of operating the canal, and that somebody is the ultimate consumer. We have never asked for free tolls, and today we are making contracts with shippers, plus the toll, whatever it will be. The shippers are the only ones that have asked for free tolls on coastwise business, and if they get it, it will have to come out of the ultimate consumer in one way or another."

C. C. Burlingham, of the firm of Burlingham, Montgomery and Beecher, had the following to say on the subject: "I agree that the best way out of the difficulties resulting from the passage of the Panama Canal Act is to repeal the provisions of the Act that no tolls shall be levied on vessels engaged in the coastwise trade. No one can gainsay the statement of the Secretary of War, in his recent report, that the remission of tolls is not needed by the coastwise trade. It is hardly to be expected that shipowners engaged in coastwise trade will refuse a favor on the ground that they do not need it; but, so far as I have been able to learn, no shipowners on the Atlantic Coast have requested a remission of tolls in their behalf. The situation is undoubtedly different on the Pacific Coast, where the highest hopes are entertained of advantages to American shipowners as a result of the opening of the canal. A considerable boom is expected, and I have heard of several companies which are preparing to enter the trade."

If the shipping men do not want free tolls the people generally will be compelled to pay no matter whether the tolls are remitted or collected, the wonder is that Congress thought it necessary to alienate the best customers of the United States by placing the objectionable clause in the bill. Not only have the politicians done

this, but they stand by their action and fail to repeal what everybody apparently wants repealed.

Professor Emory R. Johnson, Government traffic expert of the United States, claims that he had had economy as well as bad faith. Professor Johnson, says the Boston Transcript, "has done what probably very few Senators or Representatives have done. He has made a searching study of statistics and other conditions. At a time when the Government is actively employing its powers to regulate trusts and monopolies and punish combinations in restraint of trade, Congress has taken action which gives an already profitable monopoly still greater favors and such as can only be conferred at the expense of other countries that we have agreed to admit to equal privileges and even of the foreign commerce of our own country. Free tolls for coastwise shipping would be equivalent to a Government subsidy of twenty million dollars during the next ten years."

"Not only has this class of shipping a monopoly of business, but its tonnage has been increased thirty-eight per cent, or more than a third, during the past ten years. Even at regular rates, the opening of the Canal would automatically benefit it, inasmuch as its tolls through the waterway would be less than half what it must now pay over the transisthmian railroad. These statements, coming from such a thoroughly well-informed source, are much more to be trusted for our guidance than any congressional action based upon the flip promise: 'The canal is ours; we built it and we have a right to do what we will with our own.'"

The feeling in favor of repealing the clause grows in favor much more rapidly than the plan to arbitrate the question put forth by President Taft. It is recognized that failure to deal with the question in a manner satisfactory to foreign nations will unquestionably result in reprisals on the United States, particularly by European nations, all of which are not so long suffering as Great Britain.

If the figures recently sent out by the United States Bureau of Statistics are correct there is still ample room for quite a number of automobile factories in Canada before the local demand is supplied. The return shows that approximately 25 per cent. of the automobiles exported from the United States were sold to Canada. The total number of machines exported in 1912 from the United States to Canada was 4,371 up to Nov. 30, 1912. The Canadian Government has furnished no similar statistics, but according to the estimate of Mr. G. McCurry, editor of Motoring, there are in operation in Canada by Canadians at the present time some 50,000 machines. Of these over eighty per cent.—or 40,000—were imported from the neighboring Republic, some three per cent. came from Britain, and nearly one and one-half per cent. from France and other foreign countries. The remaining percentage were manufactured in Canada. In ten years it is estimated that Canadians have invested \$118,000,000 in automobiles.

St. John is not the only place that had a lessened death rate in 1912. Boston's death rate for the year 1912, as announced by Dr. William H. Davis, vital statistician of the Board of Health, is the lowest the city ever had. The total number of deaths was 11,634, as against 11,767 in 1911. The death rate per 1,000 for 1912 was 16.16, compared with 17.08 for 1911. If deaths of non-residents are eliminated, the death rate for 1912 would be 14.15, compared with 15.12 for 1911. Diseases of the heart caused the largest number of deaths, there being 1,600. Tuberculosis killed 1,093, while cancer had 184 victims. Acute and chronic nephritis was the cause of more than 700 deaths, diphtheria and croup of 102, measles of 111, whooping cough 75, scarlet fever of 32 and typhoid fever of 57.

The Chief of the Fire Department reports 210 alarms of fire in 1912 and a total fire loss of \$108,374, of which \$28,291 was uninsured. The buildings and stock endangered or destroyed by fire last year were insured for \$1,037,100. In 1911 there were 232 alarms, and the total loss was \$57,462. The insurance on buildings endangered was \$787,050. In 1910 the number of alarms was 177 and the loss was \$101,918. The insurance on property endangered was \$207,900. The fire waste in St. John though not large could be reduced if greater care were exercised by property owners.

Another of the oldest and strongest financial institutions of Canada, the Quebec Bank, is to open its doors in St. John tomorrow. From this it would appear that there will be more competition to secure a portion of the business of the Bank of New Brunswick when the amalgamation with the Bank of Nova Scotia takes place next month than was expected.

After a few days of frosty weather the weather clerk reported and ordered up the January thud slightly ahead of time. There have been fewer days of zero weather during the present winter than for many years past.

Current Comment

Boom Times.

(Campbellton Graphic.)
New Brunswick's Premier, the Hon. J. K. Fleming, predicts in an article in the Moncton Times, that during the next few years a wonderful transformation will be wrought in the Maritime Provinces. More people are coming to New Brunswick, industries are increasing and expanding, and agricultural and fruit lands are becoming better known. There has been a notable increase in real estate values throughout the Province.

Hard Up.

(Truro Citizen.)
So hard up is the Liberal press these days for something to criticize the Conservatives about that they have taken to attacking Sir Charles Tupper, in respect to speeches he made twenty-five or thirty years ago. A ridiculous feature of this attack is that Sir Charles is 92 years of age, and has been out of politics since 1900. Judging from its press the once great Liberal party of Canada is on the way to the political graveyard.

A Cabinet Minister's Privilege.

(Vancouver News-Advertiser.)
There is not much significance in the fact that no member of the Borden Administration has been knighted. It is one of the privileges of a Cabinet Minister to remain unknighthood. In the British Cabinet the Premier and his two most eminent colleagues, Chancellor Lloyd George and Mr. Winston Churchill, have no titles, except that Mr. Asquith is a K. C., like Mr. Borden, Mr. Haas and Mr. Doherty.

The Land of Promises.

(Hamilton Spectator.)
No less than 200,000 Americans are expected to cross the line this year to settle in Canada. The Buffalo Courier asks if, at this rate, there is not a danger of our becoming Americanized. Not even a little bit. It's all working toward the other way around.

Canada's Progress.

(Philadelphia Record.)
The fact that Canada has built almost as many miles of new railroad in 1912 as the United States shows the astonishing progress our northern neighbor is making.

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NORTON POST OFFICE

To the Editor of The Standard.
Sir:—It is surprising, how people can, where politics are concerned, allow their prejudices to run away with their judgment and their rectitude.

I noticed a short time ago, a piece in the Telegraph in regard to the post office at Norton.

The article opened by saying "that the Borden government has caused a great deal of dissatisfaction in this locality, by making a change in postmasters, is admitted by everybody."

We admit the fact that the change of postmasters did cause dissatisfaction; in fact it caused a great deal of dissatisfaction; but the dissatisfaction was confined solely to the late postmaster, and on or two disgruntled office-seekers, who expected the mantle of the late postmaster to fall on themselves.

We admit that Mr. Baxter, the late postmaster, gave excellent service as far as courtesy and ability were concerned, but it does not follow, that, because he has lost the post office, no one else can be found to give as good a service.

The people pay for the postal service, and the post office should be located in such a place as would advantage the greatest number of people, and the C. P. R. is not brought in to get two ratepayers who would vote to have it taken to its former site.

Then the parents were in daily dread of some accident happening to their children, as the noon train would be in while the children were there for the mail. Now this fear is removed.

Then in regard to the mail from off the Central Railway. When the trains connect, all through mail is at once put on the C. P. R. and is not brought over to be sorted at all, but when the trains do not connect, it has to be brought to the post office, so there is no delay in forwarding the mail, and the correspondent in the Telegraph was talking about something of which he had no knowledge.

The office at Norton is one of the large distributing centres in Canada, and the former post office was altogether too small both for the office staff and the waiting public. Now the premises are larger, and when the new post office is built, it will be much larger, and more up-to-date in every way.

Yours,
ONE WHO KNOWS.

ALBERT NEWS

Albert Jan. 10.—Miss Ella Clark of Fredericton is the guest of Miss A. R. Peck Hopewell Hill.

James Bright, Jack Steeves and Robert Duffy returned to Montreal to resume their studies after spending the holidays with their parents in Hillsborough.

Miss Ina Brown of Hillsborough was in Hillsborough last week, the guest of Miss Osman.

The Misses Laura and Kathleen Steeves have returned to Wolfville to the Ladies' College.

Miss Bernice Kaye of River Glade is in charge of the Surrey school.

Bliss Duffy entered upon his duties as postmaster of Hillsborough the first of the year. His daughter, Miss Eva Duffy is assistant.

Wentworth Lewis, Son of D. J. Lewis is returned to Acadia College last week to resume his studies.

Mrs. Robert McCully and Clarence Reeves left last week for Ottawa after a pleasant visit at their homes in Hillsborough.

Mrs. Frank Steeves and daughter Marie have returned from a visit to Srinigill N. S.

Stanley Edgett has returned to Fredericton to continue his course at the U. N. B.

Miss Cella Nichols of Hopewell Hill gave a treat from a well loaded tree, on New Years Day to sixteen little boys and girls. A very enjoyable hour was spent by the little ones.

Miss McAuley who holds a position as teacher in the Hillsborough High School returned on Saturday after spending the holidays at her home in Forest Glen.

WOODSTOCK NEWS
Woodstock, Jan. 10.—Mrs. J. T. Collins, Miss Bertha Sent and Master Fred D. S. Collins have returned home after spending a week visiting Mr. and Mrs. John Collins of St. Stephen, Mrs. and Mrs. McMann of Calais and Mr. and Mrs. Robert Johnston Portet of Milltown N. B.

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FREDERICTON NEWS

Special to The Standard.
Fredericton, Jan. 12.—At Christ Church Cathedral, this morning, Very Rev. Dean Schofield paid a warm tribute to late Dr. T. W. Street, who died at St. John during the past week. He referred to the eight years of service which the deceased gave as sub-dean of Christ Church Cathedral.

Stephen H. Donnelly, of Maple Grove, has made an assignment to Sheriff Howe for the benefit of his creditors. He is a hotel keeper and farmer.

There was a general exchange of pupils at the Evangeline churches of the city today as the culmination of the services of the universal week of prayer.

Mrs. Luther Goodspeed, aged 69, died at Pennac last night. Fred G. Goodspeed of federal public works engineering staff at St. John, is a son of the deceased.

BOSTON WON FROM MONTREAL.
Boston, Mass., Jan. 11.—Strong work in both defence and offence gave Boston Athletic Association a victory, 6 to 0, over the Montreal Amateur Athletic Association at hockey last night.

PILES

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