

The Standard



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SAINT JOHN, MONDAY MORNING, DEC. 13, 1906.

A QUESTION FOR THE CITIZENS.

In the hands of Mr. Pugsley humbug is usually a fine art, but in the matter of the St. John harbor bridge, the minister is almost clumsy. The ordinary wayfarer can see that the thing is not serious. There are many men whose promise is worth more than Mr. Pugsley's and in this case there is not even a promise, but only a conditional offer to ask his colleagues to make an appropriation toward payment of a certain percentage. At least four holes are ready to allow this conditional suggestion to fall through. The pledge to have Courtney Bay provided with wharves and a railway terminus, with ships of ten thousand tons going and coming, all next year, was a solemn contract compared with the letter to Alderman Scully. Mr. Pugsley has done no more on behalf of the Federal Government toward the bridge than Mr. Hazen has done on behalf of the Province, or Mayor Bullock on behalf of the city.

The minister's friends and associates here make it clear enough what they think Mr. Pugsley is trying to do. They make boast that Mr. Hazen is put "in a hole," or to do this they are more than willing to put the city into a deeper one. It would be much more important to them and more desirable to the minister to put Mr. Hazen in a hole than to give the city a bridge. If it were the bridge that these people were after, they would go about it another way, either beginning with the city, or if they began at Ottawa, bringing from there a proposition or undertaking that was worth something. The too transparent method does not help the bridge scheme in the least. And unhappily for the operators it does not put Mr. Hazen into any hole. No one goes into this hole but those who dig it, and who were too clumsy to cover it up.

There is no question that as the citizens must in proportion to their number bear the heaviest part of the burden of this bridge, the city itself should be the first to take action. The Provincial Legislature could properly be asked to give the city power to tax or borrow for their enterprise. If then the citizens desire to take up this project in partnership, paying \$30 per family for its own share, the city knows how to say so. Mr. Pugsley's organs are profuse in arguments for the bridge, apparently addressed to Mr. Hazen. If these reasons are good they should be addressed to the city council. The aldermen have been elected by the citizens, who will have to pay at least \$250,000 and perhaps \$400,000 if this bridge is built.

One of the statements which has been frequently made is that when the bridge is built the ferry will not be needed and the city will save some \$10,000 a year which this service costs the treasury. Against this a strong protest is made by a correspondent in the Globe who says on the subject:

"I notice a suggestion in the Telegraph for the abolition of the Carleton ferry when a bridge is built. Surely the writer can not know anything of West Side conditions or he would never advocate such a thing. What about the people employed in the South End who live on the West Side? Would they not have to use the street cars, if they crossed the bridge as a matter of necessity, thereby making their daily tax at least four times what it is at present? What about people whose teaming would be to the same locality? No, sir, there 'may' be a bridge but there must be a ferry."

There is no doubt that this "West Side Foot Passenger" is right. Most of us would like to see a bridge at Navy Island. All of us must know that there must be a ferry whether there is a bridge or not. Not only the people who live on the West Side and work in south St. John, but most of those who live on the East Side and who work in winter at Sand Point, will need the ferry. The ferry is not only a road but a conveyance for men and teams. This is one of the facts that must be considered and which will be considered by the citizens when they are called upon to deal with the matter. The advantages of the bridge may be sufficient to offset the cost to the city, but that is a matter not for Mr. Pugsley and Mr. Hazen to determine, but for the citizens to settle for themselves.

THE BRANCH LINES MEASURE.

The official report of the discussion on the measure respecting intercolonial branch railways, shows that while the Minister of Railways was vague in his explanations and unconstructive in his answers, the bill was unanimously accepted as a statement of policy. Many members, including all but one of those who spoke from the Maritime Provinces, supported the measure as committing Parliament and the country to the programme of operating the feeders as part of the intercolonial system. Even Dr. Black of Hants, who intimated that he might vote against the bill unless more light should be thrown upon its purposes toward Western Nova Scotia, did not object to the general proposition. Mr. Graham asked for this law, not that it might give the Government power to close negotiations, for each contract of lease or purchase must be approved by Parliament before it becomes operative; nor that it might authorize the opening of negotiations, for the Government has already exercised that power; but as a statutory declaration in favor of the system of intercolonial extension by the absorption of branches or feeders.

Much surprise was expressed that Mr. Graham had not yet reached any conclusion as to the extent and direction of the application of this policy. Though two reports on branch lines have been placed before him, one of them obtained at his own instance, the minister admitted that he had not even considered

them. After all the discussion in Parliament, and the investigations which Mr. Graham has caused to be made, it is surprising to find the movement at this rudimentary stage. But the Government has sought, and is obtaining, the special authority of a positive mandate. Hitherto the Government had constitutional authority to act, subject to parliamentary consent to each transaction. It has desired a statutory instruction to proceed in these matters, and the minister causes it to be understood that what was formerly a permission is now considered by him to have the force of an obligation, subject to the same conditions.

SIR WILFRID AND THE BRITISH ELECTION.

Only last week the Liberal organ in the city of Ottawa urged that Canadians should not interfere with the politics of Great Britain. The Standard has claimed for the Canadian press the right to express opinions on British political affairs and has not been able to see why the corresponding liberty should be denied to the press of Great Britain. There are many journals with many opinions, and the views of any one of them may be taken on each side of the Atlantic for what they are worth.

But the case is not quite the same when the leader of a government in Canada is made a party to the British campaign. The Montreal Star's cable makes it known that the Manchester Guardian, perhaps the most influential Liberal journal in the Provinces, makes a striking campaign feature of statements alleged to have been made by Sir Wilfrid Laurier concerning the attitude of the Lords. The Canadian Prime Minister is represented as strongly denouncing the pretension of the Lords of the rights to deal with financial matters. Sir Wilfrid is quoted as going further and condemning the principle of a hereditary chamber. The whole interview is accepted by the Manchester organ of liberalism as the best kind of material for use against the Conservatives. It purports to come to the Guardian from its correspondent in Canada.

Sir Wilfrid may have been misrepresented, in the sense that the language quoted as his may have been used in some academic discussion, when the present issue was not in sight. In fairness it may be said that it is not like Sir Wilfrid to give out such an interview in the heat of the British election campaign for election purposes. He will probably have some statement to make in respect to the matter, for there is no doubt that his name as the head of the great Dominion of Canada will be used to its full value in the contest.

HEREDITARY LEGISLATORS.

The direct question whether Britain shall have hereditary legislators has ceased to be an election issue since Mr. Asquith's announcement that he does not propose to interfere with that principle. The Premier proposes to confirm by statute the doctrine which he now claims to be unwritten law, that the Lords may not interfere with the budget and supply. It may safely be said that if Great Britain or any other country with advanced civilization were creating a political system it would not establish a hereditary legislative chamber. Perhaps such a state would not establish a hereditary monarchy. Benjamin Franklin is quoted as having said that a hereditary professorship would be no more absurd than a hereditary law-maker. In his latter days Franklin would have said the same thing about a hereditary sovereign. But Britain has both the Royal family and the House of Lords, and on the whole the British constitution has worked as well as that of the United States. British traditions are against abrupt changes. The hereditary peerage has survived the commonwealth and other revolutions. It will probably be modified by some gradual process, so that the right to legislate will not always come by inheritance. Obviously some steps must be taken, by the initiative of the Lords themselves or otherwise, to disqualify those who attend only on occasions like that of the last full meeting. In the meantime the chamber exists, and its members are invited to vote on all measures that come before Parliament. The assent of that chamber is required in all legislation. If Mr. Asquith should secure legislation taking from the Lords the power to reject a budget, that law must provide that the bill shall not go to the Lords at all. For the right to agree implies the right to disagree.

THE CONSERVATIVE CAUSE IN QUEBEC.

There was some speaking in a week-end meeting at the Conservative Club in Montreal concerning the position of the Liberal-Conservative party in the province of Quebec. Mr. Forget protests against any assumption that the party occupies a hopeless position in the province. The case he makes is a good one. It is known that the party in the last two elections was at great disadvantage in the matter of press support, but it has elected eleven candidates, and closely divided a dozen other constituencies. That is proportionately as well as was done by New Brunswick and Saskatchewan in the same election, and is much better than the party did in Nova Scotia and British Columbia in the previous contest. But British Columbia reversed and Nova Scotia greatly changed the situation at the last election, as New Brunswick will do at the next. In spite of obstacles the Conservatives made some gain in the representation of Quebec, and made greater gain in the popular vote. It should not be forgotten that some 47 per cent. of the Quebec votes was cast for Conservative candidates last year. One finds no reason on the record why the party should despair of that province. There was a day when Quebec rose against the Mercier Government which had been thought impregnable. Not long ago Montreal rose in her might and smashed a corrupt municipal ring which had made all possible use of the race card. Quebec got rid of Premier Parent, though his dismissal did not prevent the Federal Government from placing him at the head of the Transcontinental commission with results that are now coming to light. In this matter the province showed a better appreciation of its duty than the Federal Government.

The King of the Belgians, who is reported to be dying, is one of the senior sovereigns of Europe. The venerable emperor of Austria has been sixty-one years on the throne and King George of Greece was crowned in 1905, the same year as King Leopold. Whatever may be said about the King's operations and management in the Congo, it will probably be admitted that he has either given or permitted good government in Belgium. That tiny little kingdom, one-third the area of New Brunswick, maintains seven millions of people. The revenue is as large as that of Canada, the sale of produce to Great Britain as large as ours. Belgium is well to the front in education and is quite radical in her institutions. King and people have got on well together, and both have maintained cordial relations with Great Britain.

Postmaster Blackadar of Halifax, is represented by the Mail of that city to be the senior postmaster in Canada. He probably is not. We are always hearing of the oldest mason, the oldest clergyman, the oldest teacher, the oldest editor, or even the oldest newswriter. This claim means only that the writer who makes it does not happen to know of an older or senior personage. But the Halifax postmaster was appointed thirty-six years ago, and the Mail states that St. John has had six postmasters in that period, three of them "old Halifax boys." This last figure seems to be one too many.

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FORCIBLE FEEDING

IS UPHELD BY COURTS

Lord Chief Justice Alverston

Holds that the Treatment

Recently Meted Out To Suffragettes Is Justifiable.

London, Dec. 12.—The suffragettes' cause received a hard blow yesterday when Lord Chief Justice Alverston, in the king's bench court, dismissed the damage suit of Mrs. Marie Leigh, a leading suffragette, against Home Secretary Herbert Gladstone who issued the order for the forcible feeding of the defendant and other suffragettes who were imprisoned in the Birmingham Jail.

The justice declares that the crown officials are not only entitled to use whatever means may be necessary to protect the lives of prisoners, but that it is their duty to do so.

FERRY OR BRIDGE

St. John, N. B., 10th Dec., 1906.

To the Editor of the Globe:

Sir,—I notice a suggestion in the

Telegraph for the abolition of the

Carleton ferry when a bridge is built.

Surely the writer can not know any

thing of the people who have to cross

the bridge as a matter of necessity, thereby

making their daily tax at least four

times what it is at present? What about

the people whose teaming would be to the

same locality? No, sir, there may be a

bridge but there must be a ferry. If some

of the advocates of the bridge would give

us their calculations and present the de

tailed plans and estimates of cost they

would enable the question to be bet

ter understood, but at present there

is no display of the day of the same

kind of activity which resulted in the

Loch Lomond water extension at four

or five times the estimated cost. Outside

of the St. John Milling Co., A. C. Smith

& Co., L. C. Prime Co. and Aid, W. E. Scully or the Union

Ice Co., is there really any great agitation

for a bridge? Is it fair that these people, in the hope of a

personal saving, should deprive the citizens

generally of a ferry? Thanking you for space,

I remain,

A WEST SIDE FOOT PASSENGER.

AT THE HOTELS

Royal.

W. A. Buchanan, Oxford; G. W. Minney, Walkerville; J. L. White, Grand Falls; E. A. Carter, Boston; James S. Neils, Fredericton; R. S. Bouchette, Montreal; E. R. Morgan, do.; F. Payette, Sherbrooke; B. Ferguson, Jas. Gibson, Montreal; S. E. Anglin, Toronto; J. A. Burns, Montre

al; L. Quevillon, do.; J. D. Scott, Moncton; C. Tiffin, do.; G. M. Graham, Halifax; David C. Seymour, Montreal; J. H. Messervy, Montreal; Emilie Schwartz, do.; Adams Short, Ottawa; G. Pape, Toronto.

Mrs. Spicer and daughter, Parrsboro; M. Atkinson, Fredericton; F. N. Lowe, Aylesford; R. H. Snider, Blissville; D. J. Watson, London, England; A. L. Hoyt, McAdam; J. W. Hoyt,

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Napkin Rings.....\$.50 to \$2.00
Children's Mugs.....\$ 1.25 to \$1.75
Butter Dishes.....\$ 3.50 to \$5.00
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Toast Racks.....\$1.75 to \$4.50
Bon-bon Dishes.....\$ 1.75 to \$5.00
Bread Trays.....\$ 2.25 to \$3.75
Coffin Boxes.....\$ 4.00 to \$2.25
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Escaped certain death

IN PERILOUS ALTERNATIVE

Yachting Party chooses chance

of Life in Icy Waters, Rather

Than Certain Death Upon

Burning Launch.

Newport, R. I., Dec. 11.—Choosing a chance of life in the icy waters of Narragansett Bay rather than certain death in a burning launch, three men today managed to climb into the little boat in tow of the launch, cut the rope, and reached land. Then they were taken by the naval tug Alida to the naval coaling station at Bradford, where it was stated that none of them would suffer any permanent ill effects.

The men were C. Decler of East Providence, his son, and a companion whose name was not learned. Their launch from which they had been fishing, was a 55-foot craft called the Canute. She was valued at about \$4,000 and was completely wrecked. The fire started when a spark ignited the gasoline tank.

McAdam; H. R. F. Mangin, Montreal; A. McCannell, Brantford; G. G. Duncan, Moncton; Geo. H. Brady, R. C. H. Dumas; J. K. Pearson, Toronto, N. B.; M. W. McCormick, St. Stephen; J. A. Carson, do.; F. J. Olive, Boston.

YET ANOTHER LEAGUE

FOR Y.M.C.A. BOYS.

The boys of the gym class B at the Y. M. C. A. have been divided into teams for the purpose of carrying out a league of games and races during the winter months. The sports to be contested are basketball, potato

race, relay swimming race and volleyball. In the potato race each man on a team will carry three potatoes, one at a time, the next man returning with the same. The names and numbers of the teams and the boys composing them follow:

No. 1.—Romans—A. Gregg, Ray Nobles, P. Speer, W. Smith, R. Jones, E. Robertson, W. Belyea, P. Belyea.

No. 2.—Athenians—H. MacDonald, R. F. Nobles, Hipwell, Johnson, H. McGuire, Dobson, W. Simon, C. Flewelling.

No. 3.—Egyptians—F. Scott, G. Ewing, MacGowan, R. Edwards, Willett, Wm. Clark, Walker, H. Wilson.

No. 4.—Spartans—M. Harding, I. Teed, DeVoe, Markham, Robson, C. Jordan, H. Evans, H. Holman.

No. 5.—Persians—K. Davis, Ritchie, C. Gilmore, Dearborn, G. Scott, S. MacLeod, K. Robb, F. Burk.

The following schedule of games has been arranged by Mr. E. J. Robertson, the physical director:

Basketball—Dec. 16, 1 vs. 3; Dec. 18, 2 vs. 4; Jan. 6, 1 vs. 5; Jan. 8, 2 vs. 3; Jan. 10, 4 vs. 5; Jan. 12, 1 vs. 4; Jan. 20, 2 vs. 5; Jan. 22, 1 vs. 4; Jan. 27, 3 vs. 5; Jan. 29, 2 vs. 4.

Potato Race: Relay Swimming in Pool—Feb. 3, 1 vs. 2; Feb. 5, 3 vs. 4; Feb. 10, 1 vs. 5; Feb. 12, 2 vs. 3; Feb. 17, 4 vs. 5; Feb. 19, 1 vs. 3; Feb. 24, 2 vs. 5; Feb. 26, 1 vs. 4; Mar. 3, 3 vs. 5; Mar. 5, 2 vs. 4.

Volleyball—Mar. 10, 1 vs. 3; Mar. 12, 3 vs. 4; Mar. 17, 1 vs. 5; Mar. 19, 2 vs. 3; Mar. 24, 4 vs. 5; Mar. 26, 1 vs. 3; Mar. 31, 2 vs. 5; Apr. 7, 1 vs. 4; Apr. 9, 3 vs. 5; Apr. 14, 2 vs. 4.

The games must be played on schedule date or the absent team forfeits the game. All games won count one point. Five men are to compete on a team in each event.

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