

The Standard



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SAINT JOHN, MONDAY MORNING, DEC. 6, 1909.

THE NASH'S CREEK TRAGEDY AGAIN.

The Standard prints with great pleasure a communication criticizing the view expressed in these columns of the Nash's Creek disaster and the verdict thereon. Had the writer desired that his name should appear with his letter it would be a still greater privilege to print it. There is something charming in the unconsciousness with which our correspondent assumes that journals who differ from his view of the case are not stating their own conviction, but presenting a partisan statement. A frame of mind so unjudicial easily blinds "M's" mind to the fact that The Standard supported the finding of the Coroner's Jury which was unanimous, and was reached by men of both parties sworn to be judicial.

We do not get very far when we say that the wreck of a train is due to "disobedience." If a man is ordered not to allow his train to be wrecked and it is wrecked he is proved to have disobeyed. The imaginary dialogue given by our correspondent is of course an exaggeration. It supposes the driver to be doubtful whether the train can reach safety, and yet ready to risk it. The real case is that of officers having no doubt that they are safe and yet proving to be wrong. Such an error in judgment may be disobedience, if it results as it did in the Nash's Creek case. Had the train made the distance to the siding one minute quicker, or had there been a night agent with a warning at the station which the freight passed just before the collision, there might have been no wreck and no accident—and no disobedience.

The jury decided that there was disobedience. But the jurors did not stop there. They evidently did not think that a train crew's obedience to orders covered the whole responsibility, or that such violation of orders covered the whole blame. So they declared that they had no sympathy with the orders themselves, and recommended that lives of passengers be safeguarded by keeping a night officer at stations which are now closed when some trains pass. In short the jurors found that if the train crew was to blame they were not the only parties to blame. That unanimous non-partisan opinion commends itself to this journal as strictly in accord with the facts and the evidence.

A RAILWAY MAN'S FORECAST.

Sir Thomas Shaughnessy would claim for himself that he is more a railroad man than an orator. Yet he rose to an occasion for eloquence, as when he closed his speech at a recent Montreal Board of Trade banquet with these words:

"I think at this stage of our history we can with a great deal of propriety and certainty look forward to the Canada of a not remote future, and view our country as it will be, productive, prosperous and populous, with all the lines of transportation necessary to connect the provinces and provide for their traffic; that our fields and forests and fisheries worked conservatively and intelligently will yield handsome profits; with our minerals adding yearly to our national wealth; with our water powers harnessed and furnishing energy to our factories to handle the country's products; with our waterways deepened and improved and our ocean ports equipped to meet any traffic that may come to them; with an increased fleet of faster ships on the Pacific and faster ships on the Atlantic, and with the Dominion occupying a foremost place amongst the intelligent, refined peoples of the world. Because while this vast progress has been and is being carried on education is not being neglected and literature and the arts have been encouraged. We can look forward to see Canada as a great nation, a powerful influence in the councils of the British people, unflinching in her devotion and fealty to the mother land, with an attachment which grows with her growth and strengthened as she has strengthened—a nation self-reliant and self-contented, honored and respected by all her fellow Dominions in the Empire, a most potent factor in Imperial affairs."

THE HESTIA DISASTER.

For ten months the beacon that was employed to warn vessels against a dangerous ledge in the Bay of Fundy remained unlighted. At the end of that time the Hestia steamed into the bay and went on to the rock, with the result that she was lost and 39 people were drowned. One of the survivors writes to the press:—"Is there any way of describing such stupidity or incompetence? Will the Canadian people allow such things to be? The Canadian people do allow such things to be. It was only two years ago that a Liberal member from British Columbia denounced the negligence of Mr. Brodeur's department in the management of Pacific coast affairs: as criminal and nobody seemed to mind. In this case the majority in Parliament remained unmoved. Mr. Brodeur, instead of regretting the calamity, berated the owners of the lost ship for not having wireless telegraphy; while another Ministerialist claimed that such matters ought not to be discussed because they hurt the St. John route."

The Whitney Administration is going forward with the work of providing the Ontario people with cheaper school books. Having taken the readers and many other books out of the hands of the monopoly, and placed them under control at half the old monopoly price, the Government has now made a new contract for public school drawing books. The old system included five numbers containing 120 pages, and sold for 25 cents the lot. Under the new contract the course will include one book of 144 pages sold for five cents. The high school series of drawing books has been reduced in price from ten cents to five.

UP TO THE CITIZENS.

Mr. Pugsley prevents the Dominion Government from replying to the question whether the Railway Department will operate the Valley Railway if it should be constructed with the help of a provincial guarantee. The Minister of Public Works pleads that no answer should be given until the provincial legislature passes a guarantee act, and specifies the grades and curves, weight of rails, and all other details.

Then Mr. Pugsley writes a letter to Alderman Scully to say that he is prepared to ask his colleagues to place in the estimates an appropriation towards meeting one-third of the cost of the Navy Island bridge provided he is assured that the city and the province will each contribute a like amount. Thereupon the Pugsley organs say that it is "up to Mr. Hasen to do something."

Mr. Hasen might invite Mr. Pugsley to put his proposition in the form of a statute, and to say to how long and high and wide and heavy the bridge must be.

But it is not likely that the Attorney General will take any such position. He will probably desire to hear from the city of St. John on a question which concerns that municipality first and chiefly. As yet the city council has not proposed to contribute one-third of the cost of this bridge. A joint invitation from Ottawa and Fredericton to the citizens to tax themselves an indefinite amount from \$250,000 up, being a minimum of thirty dollars per family, may have a benevolent appeal for a much larger proportionate sacrifice from the tax payers of St. John than from either the province or the dominion, the citizens may naturally think that "it is up to them" to have something to say about this matter. It may strike some of them that a proclamation purporting to come from Mr. Pugsley, followed by a kind of peremptory order to Mr. Hasen to follow suit, looks like an effort to stampede the city into a scheme, the cost of which is as yet quite indefinite. If the city desires to pay one-third of the cost of this enterprise, it can say so. Until it does these conditional appropriations have the appearance of an Indian gift.

A MITIGATED RETIREMENT.

Some few years ago Professor Goldwin Smith announced that owing to age and falling health he could no longer accept invitations to public functions or to take part in banquets or address meetings. Shortly afterward an interesting occasion arose and the speech of Professor Goldwin Smith was the principal incident connected with it.

A few weeks ago Professor Goldwin Smith announced that he had retired from journalism. This declaration was noticed with appropriate comment and many expressions of regret that the Bystander would no longer be heard from on current events. We are pleased, however, to notice that during last month, letters and articles signed "Goldwin Smith" dealing with the question of the Canadian navy have appeared in the Toronto press and that he has contributed at least one article to the London Spectator, one to the New York Nation, and one letter to the New York Sun. Doubtless there were other contributions which did not come to the notice of The Standard.

Professor Goldwin Smith is not like Coleridge's belated guest:

"Who has outstayed his welcome while, And tells the jest without the smile."

His method of retirement is eminently satisfactory.

A TIMID PREMIER.

Sir Wilfrid Laurier appears to be haunted with the awful fear of losing an Ottawa seat. He carried both in 1904 by majorities of 1,457 and 1,053. Yet in 1908 he was afraid to risk the contest with the ticket that had been selected by the party in a regular convention. Both nominations were cancelled and Sir Wilfrid himself took the place of one candidate. Still he was afraid, and though he had declined to increase the salary of civil servants while Parliament was in session, he promised in the middle of the election campaign a level increase of fifteen per cent. on the salary of the whole inside service, including some 1,500 Ottawa electors, and also promised that the increase would be dated back from the previous September. This undertaking, involving an increase of \$340,000 a year, was followed by the return of Sir Wilfrid and his colleague in Ottawa by majorities of 64 and 427. Sir Wilfrid was also elected in Quebec East, where his majority was 2,214. He does not wish to give up that riding and seems to fear the resignation of Ottawa. The way for the latter has been partially prepared by an increase in the federal appropriation for beautifying the city, and by estimates for going rapidly forward with the \$3,000,000 group of public buildings. But even then the mind of the Premier is clouded with a doubt. Something in the state of Denmark must be in an advanced stage of decomposition.

"ON THE CONTRARY."

The Telegraph charges that when the Sun demands intercolonial reforms it merely wants intercolonial patronage. To which the Sun replies:—"Before the Sun began to criticize the present system of intercolonial management and to suggest reforms, it had the intercolonial patronage. By ceasing its criticisms and joining in the organized resistance to reform, the Sun can be restored to the patronage 'that tomorrow.'"

"The Sun has no objection to government business 'but refuses to accept it as a gag. The present management of the intercolonial frankly places its printing 'business on this level; and on this level the Sun is not 'seeking it. On the contrary,' as the sea-side gentleman remarked when they asked him if he had died."

Between these two Liberal organs the truth about the intercolonial may be gradually ascertained.

THE CIVIL SERVICE.

The civil service commissioners, now in this city, are making a tour of Government offices. As yet they have little control of the outside service, but they have a natural interest in the methods and in the organization. The reformation which has begun to take the inside service out of politics will not be allowed to stop there. When Mr. Borden made civil service reform and appointments by merit alone a plank in his platform, he did not distinguish between the outside and inside service. But perhaps it could not be expected that the politicians would let the whole patronage go at once. The patronage system may perish by a lingering death, but it must go.

In Great Britain there will be for the next six weeks a vigorous discussion of the question whether the Lords or the Commons best interpret the temper of the nation on the questions now at issue. It is an interesting and tempting problem and happily it is one to which an authoritative answer can be given. We shall hear that vote next month and then we shall know.

The great work of restoring the supposed site of the Garden of Eden and all the region of the Euphrates valley to their original fertility by a scheme of irrigation is likely to go forward under the management of a strong corporation. It remains to be seen whether the company can do better with it than the original management.

THE HEAT FEELS GOOD. These are the days when you begin to yearn about your heating apparatus. Don't worry. Phone 1886-11. G. W. WILLIAMS, 18 Waterloo Street.

"God enriches the time to come, With smiling plenty and fair prosperous days."—Shakespeare.

A Christmas Card from Tremaine Gard

"Christmas is Coming" this time sure and to select a good, suitable present that will not only be good in appearance and style, but a serviceable article, and at a reasonable price, one must go to a reliable store before the rush of the season begins. There are many articles here, and see what you're buying personally, and know it is a right before presenting. I have lately been selecting, receiving, and an hour opening for inspection. I consider the very best up-to-date line of goods I have ever seen. In Diamond Set articles as specialties, I am offering at very low prices such fine goods to cash customers. Watches, Clocks, Jewelry, Silver ware, Toilet Goods, Manicure Sets and pieces; Opera Glasses, Fountain Pens, and many other most useful articles suitable for gifts to either ladies or gentlemen and will prove satisfactory to both giver and receiver. All guaranteed by W. TREMAINE GARD, Goldsmith & Jeweler, 72 Charlotte St.

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Letters To The Editor

To the Editor of The Standard: Sir,—I cannot help but feel that your editorial of Thursday on the recent disaster at Nash's Creek is warped in judgment and unfair to the railway. It would seem almost a necessity of modern journalism that our papers take the position of a barrister with his case to prove rather than that of a judge who carefully weighs the evidence and then presents it to the jury. It would seem to be the case but the conditions are not identical.

There is now no question as to the immediate cause of the disaster. It can be written in one word and that word is "disobedience." This, however, is not satisfactory to all of us and the plain reason must be amplified to suit other ends. From reading your editorial one might imagine a conversation such as this from a freight train crew at a way station, figuring on meeting an opposing train. Conductor to driver—"Think you can make Hilltop for 27?" Guess so! We'll likely be killed if we start out and don't, but that does not matter much. Right! Let her go, nothing like trying. Surely you cannot make reasonable people believe the system generally prevailing on railways throughout this continent is based on such a flimsy and miss foundation as this. So long as men obey their orders accidents such as we have before us will not happen. So long as there is disregard of rules no matter how good the system there will be accidents. I did not set out to defend the present system of despatching. It may not be perfect, probably is far from it, but in a vast country with limited resources we have to do the best we can with the money we have and to do this, railways all over America are managed in practically the manner you now condemn. If, however, you are going to damn this method you are not content with condemnation to the one road, but let it cover the system generally, for it is practically universal on single track lines in America. The case is simply this, there are two classes of trains, the passenger class and the freight class. The first has the right of way and is not supposed to know of the existence of the other unless specially notified to that effect. The second must always keep clear of the first. There are at least five trained men with tested watches on every train, three on the head and two on the rear, who are supplied with information as to the exact time when the opposing train must be expected, who know they imperil their own lives and the lives of others if they attempt to run on or very close to that time and who also know exactly what to do before their train by any unforeseen circumstance gets near the danger line. If by bad judgment or accident they are near the time limit they can always protect their train and the one they are to meet.

Please do not think I have any interest in the intercolonial or any other railway, I haven't, but I do like to see fair play.

DEATHS. Mr. A. N. Harned. The death of Mr. Alward Nelson Harned occurred at his home, St. John, West, at two o'clock Saturday. He was 76 years of age and came of an old Carleton family. He was born on the West Side and lived there all his life, a worthy and an exemplary citizen. Years ago Mr. Harned achieved fame as a boat builder and some of the fastest race boats that were ever built on this harbor were built by him. He had also quite a reputation as a builder of sailing boats. Mr. Harned married Susan Hamm, daughter of

the late Mr. Andrew Hamm, of Carleton, who survives. He leaves three sons, Andrew, John and William, who are all residents of Carleton; also three daughters, one of whom, Mrs. Frederick Brownville, lives on his West Side; Mrs. Elizabeth McLean, lives at Cumberland Bay, Kings, and Mrs. Agnes Scott, at Moore's Mills, Queens county. There are also seventeen grandchildren and six great-grandchildren. Mr. Harned last Christmas had almost all of his children, grandchildren and great-grandchildren with him. He was born on his farm—four generations ago—many years ago. There will be much sympathy with Mrs. Harned and the family in their bereavement. The funeral will take place today.

Mrs. Mabel Mahoney. The death of Mrs. Mabel Mahoney occurred on Saturday morning about nine o'clock at the home of her father, Mr. John Whorton, Main street. She had been sick for some time with pneumonia. She is survived by a husband, father, two sisters and one brother.

FASHION NOTES

Fashions in names, especially feminine come and go and come again, sometimes for some traceable reason, usually with notable frequency. Many years ago there was in the United States a marked revival, generally thought to be due to the recent activities in research of genealogical inclined "daughters" and "descendants," of the names popular among our foremothers, which had previously for a long while been considered commonplace.

Nurseries and kindergartens showed a crop of quaintly reminiscent little Susans, Ruths, Eunices, Priscillas, Judiths and Dorotheas. Their fashion marked revival, generally thought to be due to the recent activities in research of genealogical inclined "daughters" and "descendants," of the names popular among our foremothers, which had previously for a long while been considered commonplace.

Flower Names.

For the last two years flower names have caught the favor of young English mothers in fashionable society and the chronicles of British "nobility and gentry" show many christenings by the names of Violet, Lily, Rose and Myrtle, and not a few by flower names less familiar, such as Iris, Ivy, Daphne, Laurel, Lavender, Fuchsia, Hellebore and Verbena.

The Duchess of Sutherland has a daughter Lady Rosemary Millicent Leveson-Gower, and Lady Angela Forbes named her little girl Marigold.

Not all these names, despite their pleasantly flowerlike suggestion, can be accounted successful, but the little maids who bear them are luckier than some of their elder sisters, named when the fashion of odd names from the Welsh, Scotch or Saxon chronicles or the poets or even parental invention were popular.

Of Debutantes.

The English society reporter for the last two or three seasons has had to record the doings of debutantes bearing distinguished surnames, preferred by such disconcerting Christians—rather un-Christian—names as Venetia, Aurea, Eia, Linnæ, Eldryd, Dulcibella, Gaeffreda, Lalline, Morwenna and Lelegarde.

One noble family, especially the Tollemaches name their babies queerly, Rhona, Mariola, Artemisia, Elyfyda, Hersilla and Lyonessa are far enough from the usual but they have done worse. Even a princess royal might have been excused for a righteous howl of protest at the fact had she had to submit, as did one poor infant Tollemache, to being christened by such an appalling sequence as Lyonella Fredjunda Coteswera Ebloway.

Hersilla and Lyonessa are far enough from the usual but they have done worse. Even a princess royal might have been excused for a righteous howl of protest at the fact had she had to submit, as did one poor infant Tollemache, to being christened by such an appalling sequence as Lyonella Fredjunda Coteswera Ebloway.

Ketchel accepts. San Francisco, Dec. 4.—Stanley Ketchel yesterday accepted the offer of Hugh McIntosh to go to Australia for three ring battles. The middle-

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SCENIC ROUTE. Steamer Margie Miller leaves Millidgeville for Somerville, Kennebecasis Island and Baywater daily except Sunday, at 9 a. m., and 3 and 5 p. m. Returning from Baywater at 7 and 10 a. m., and 3 and 5 p. m. Sunday at 9.30 a. m., 4.15 p. m. Returning at 10.15 a. m. and 5 p. m. JOHN MCGOLDRICK, Agent.

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SHORT ROUTE BETWEEN HALIFAX AND MONTREAL. Maritime Province Points AND MONTREAL. CANADIAN PACIFIC BETWEEN MONTREAL AND VANCOUVER. "IMPERIAL LIMITED" Leaves Montreal Daily at 10.30 a. m. Coaches, Palace Sleepers and Tourist Sleepers to Vancouver. "PACIFIC EXPRESS" Leaves Montreal Daily at 10.30 p. m. Coaches, Palace Sleepers and Tourist Sleepers to Vancouver.

weight champion will embark in a few days. While he has not been informed as to the identity of his opponents, it is thought that he will be pitted against Tommy Barras, Bill Lang and Bob Fitzsimmons.

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To Rescind Order. Washington, Dec. 4.—To get Great Britain to order forbidding the entry of Red Cross stamps in parliament, the British Government in London. The motion that as many packages bearing the stamps are sent, it would cause inconvenience if they were refused.

Mr. Emmerson Ex. Toronto, Dec. 4.—Hon. Emerson, ex-Minister of Canada, is in the city and view denies having refused the proposed navy as one. He said he could get on the matter and had seen on the floor of the House. He declared, however, that the real expansion should not suffer in the interest of a revival party in the House.

Big Revival Party. Fredericton, Dec. 4.—are about completed for the greatest revival party in the city. An evangelist, who will be associated with Dr. Torrie, is now working with Dr. C. present plans are to have come here about the middle of the month and he will remain for a month. Dr. Torrie will have a staff of five or six assistants. Mr. J. C. Torrie will include Mr. J. C. take charge of the music. Mr. Young, the organist here with Dr. Mahoney, and private secretary.

Leaves For West. Fredericton, Dec. 4.—James of Deputy Provincial Tibbets, leaves this evening, having been appointed an engineer in the federal public works office. An exponent of all kinds of is well known through the city.

Yukon Without Stop. Montreal, Dec. 4.—Information received here to the Yukon mining district without stop, or was up short time ago. The last for the east was brought east railway point by wagon route. Resignation Accepted. Ottawa, Dec. 4.—The Lieutenant Governor of British Columbia, has been by the Government and in-conform with today W. Patterson, of Victoria, pointed as the new lieutenant of the province.