

The Standard



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SAINT JOHN, WEDNESDAY MORNING, JAN. 11, 1911

CASE UNDER THE NEW COMBINES ACT.

It is of interest to note that the first action taken under the new Combines Act, passed last year by the Dominion Parliament, has been instituted in the city of Quebec against the United Shoe Machinery Company, which is alleged to be acting in restraint of trade. This company is a United States concern which supplies manufacturers with machinery on a lease basis, getting a certain percentage of the price of every shoe sold. Manufacturers in Toronto and the Maritime Provinces, it is said, have declared that they are satisfied with the arrangement, as the "royalty" was not too onerous and they were enabled to do business on a small capital. Some Quebec manufacturers, however, have had the law put in motion.

The Combines Act, provides that when an application is made by six electors for an inquiry, a prima facie case must be made out before a judge, and then, if the judge is satisfied, he will issue an order for the creation of a board under the Act. Among the Quebec citizens who have made affidavits supporting the request for a board of investigation are the Mayor of the city, the vice-president of the Board of Trade, and others of standing, some stating the affidavits as consumers, others as manufacturers. Counsel for the company has made application to have the venue of the investigation changed to Montreal, on the ground that the company's chief place of business in Canada is in that city. The decision upon that application is pending.

It is stated in dispatches from Washington that this proceeding is being watched with keen attention by the United States authorities, in view of the suit which the Government at Washington proposes to enter against the Electrical Trust. The contrast between the Sherman Anti-Trust Law and the Dominion Combines Act is being carefully considered.

An outstanding feature of the Canadian legislation is that it clothes the board of investigation with power to compel the production of all books and documents. It provides also for the making public of the findings of the board in every case. And it provides, further, that if, upon ten days having passed after such publication, the person or company declared in such findings to be guilty of action in restraint of trade, or of unreasonable increasing the price to consumers, continues so to offend, the offence shall be an indictable one, punishable by a fine not exceeding \$1,000 and costs for each day it is persisted in, and punishable also by the revocation of Canadian patent rights.

EDISON'S MOULDED HOUSE.

Mr. Edison announces that he has perfected his plan for moulding a concrete house complete, "all in one solid piece, including the cellar, partitions, floors, roof, veranda; in fact, everything except the windows and doors, which are of wood and the only parts of the house which are combustible." Common men say that the practical difficulties are insuperable, but Mr. Edison has a way of overcoming insuperable difficulties by "finding a way around" them.

The typical house would contain six rooms and a bath and would cost only \$1,200, and would give a man for \$10 a month a better home than he now rents for \$25. The advantage would be exemption from fire risk and sanitary qualities, since should a case of contagious or infectious disease take place the walls would afford no harbor for germs and could readily be disinfected.

The disadvantages are that the house, which can be completed in four days, must be built in large numbers and on adjacent areas, since the cast iron moulds are very heavy and must be handled by a derrick. The moving of the moulds and derrick to any one locality would be a matter of considerable expense, which, if divided among fifteen or twenty houses, would amount to little. Besides, after taking down the moulds an interval of four days must elapse before the walls set, during which time the workmen must erect others. For these reasons the house cannot be cheaply constructed on a single vacant lot.

Mr. Edison's figures for building 144 houses a year are for each house:—
Labor and superintendence.....\$ 150
Interest and depreciation on construction plant. 140
Cement—220 barrels at \$1.40..... 310
Steel reinforcement rods..... 125
Bath and heating..... 150
Windows, doors and finishing..... 225

Average per house.....\$1,200
These items are ample except that for the bath, and the others are high enough to make the total a safe estimate. The house will be prettier and more comfortable than the wooden or brick house at twice the cost.

Aside from cheapness and durability the great point appears to be the elimination of the fire risk. Such a house would be good for five hundred years. Double the size of the house and the cost is not doubled, and the man earning \$100 a month could easily own or rent a commodious home. Mr. Edison's estimates, however, are for Long Island and New Jersey, for he expects to use the sand removed in excavating the cellar to make his fluid concrete. Further, he must be near an ample supply of water. Taken as a whole, the plan seems by no means impracticable, and if so would be of incalculable benefit to workmen.

INTERNATIONAL WATERWAYS.

One of the objects of the new Waterways Treaty, according to Mr. Pugsley, is to safeguard the interests of people on both sides of the boundary, and to provide that works in navigable boundary waters shall not be constructed except after obtaining the consent of the International Commission. This will be eminently satisfactory when carried into effect, and, as the Montreal Star pointedly remarks, it is to be hoped that it will go further and safeguard the people of Canada against such of their ministers as are willing to aid and abet alien corporations in "grabbing" waterpowers like that at the Long Sault, for example.

By slightly adapting an old proverb to modern conditions, it is possible to see how the Minister of Public Works is in a position to speak with special authority on this point. In the meantime, it will do no harm to keep a watchful eye on the efforts that Mr. Pugsley's friends are making before the Rivers and Harbors Committee at Washington to secure exactly the control of the St. Lawrence at the Long Sault which all the Honorable Minister's adroit, if devious, statesmanship was unable to secure for them at Ottawa last session.

The scheme to divert the waters of the St. Lawrence to a new channel, to dam the whole of the river on the New York side and to change to an absolutely unknown extent navigation conditions on the St. Lawrence, differs from that which Mr. Pugsley favored before the Commons only in being out-spoken and shorn of disguises and subterfuges. Five hundred thousand horsepower can be developed there, in which Canada presumably has certain proprietary rights and interests.

No one knows to what extent conditions on the St. Lawrence will be changed by the construction of the required works, and Canada has more than a presumption of right to be consulted on this particular point and of interest in its solution.

CHURCH UNION IN THE PRESBYTERIES.

Down to the end of 1910 the vote on Church union had been taken in twenty-one Presbyteries. Of these fifteen supported union and six were opposed. The following record is taken from "The Presbyterian":—

Presbyteries in Favor.	Unanimous.	Majority.	Minority.
Owen Sound	15	5	
Truro	13	1	
Guelf	22	8	
Lanark and Renfrew	25	12	
Sydney	Unanimous.		
London	34	11	
Paris	11	9	
Quebec	10	9	
Prince Edward Island	41	7	
St. John	26	15	
Lindsay	25	5	
Stratford	18	14	
Inverness	Unanimous.		
High River	17	5	
Halifax	20	3	
Presbyteries Opposed.			
Westminster	12	13	
Bruce	5	13	
Sarnia	14	15	
Saugeen	8	13	
Barrie	9	15	
Vermilion	—	—	

It will be seen that two were unanimous for union, and the vote in the other thirteen favoring union aggregated 277 to 104. Five of the negative presbyteries report the vote showing a majority of one in two cases, and decisive majorities in the other three. The total vote is 69 to 50. This makes the vote in the presbyteries 327 to 173, not including the unanimous vote of two presbyteries in favor of union or Vermilion against it.

LEGISLATING FOR THE HEN.

Some extraordinary statistics were cited for the benefit of those in attendance at the Guelf Winter Fair to prove the extent to which the traffic in decayed eggs has grown during the past few years. The Department of Agriculture estimates that last year the hens of Canada produced something like 120,000,000 dozen eggs, valued at \$24,000,000.

For a humble, unassuming barnyard fowl, remarks the Vancouver World, this is, to use a common but expressive idiom, "going some." It is within a few million dollars of equalling in value the entire output of coal last year, yet no one has yet proposed that Parliament should bonus the modest but industrious hen. It exceeds the amount which could have been obtained for all the gold and silver our Canadian mines produced last year, but we do not hear of any wild cat speculation in barnyards. It dwarfs Cobalt into comparative insignificance, but no one leads a rush towards the fields whence it comes.

Furthermore, it must be borne in mind, that about seventeen per cent. of the total production was allowed to spoil before it could be put to profitable use. Mr. Ginn, of Montreal, who developed the topic, declared himself strongly in favor of legislation to prevent the loss. The rotten egg problem has been neglected so long in several American states that it has become an actual menace to public health. If the same state of affairs is to be avoided here, we cannot act too quickly. Seventeen per cent. spoiled eggs out of 120,000,000 dozen is not a thing which can be calmly contemplated.

Current Comment

(Cardston, Alberta, Star.)
A widow lost a hog. We do not refer to the death of her husband. She lost a real hog and advertised for it. The editor says the hog must have read the newspaper, for he came hiking home on the dead road as soon as the paper left the postoffice. This is not the first instance where a hog has read a newspaper—and incidentally forgotten to pay for it.

(Hamilton Spectator.)
The fellow who breaks the law and then wants his name kept out of the paper because he is afraid publicity will lose him his job or break his mother's heart is a four-flusher. The time a really honest fellow thinks about those things is before he commits the offence.

(Toronto Star.)
Whales with whiskers have been discovered in the Southern Pacific, which leads scientists to believe that these sea-faring mammals once lived on land, a theory not so impossible when you recollect that some sharks wear 'em also.

(Rochester Herald.)
Titled Englishmen are quarrelling over the right to hold King George's hat during the Coronation ceremonies. What's the matter with hanging it on the hall rack?

(Victoria Colonist.)
Europe is threatened with a wine shortage; but we may rely with implicit confidence upon the application of synthetic chemistry to meet the demands of a thirsty public.

(Vancouver News-Advertiser.)
A revolution is reported to be in progress in Honduras. This is merely the revival of one of the chief national industries.

The Standard Old Reporter

"I see the City Council have voted to let the citizens vote to fire the aldermen out of City Hall says Uncle Hiram."

"Yes," says I. "What do you think about it?"
"Well, sir, if the Board of Trade can find us a Board of Commissioners who will handle the citizens' business as quickly as the jermen handled the proposition of the Board of Trade, then I'll vote half dozen times for them. I say my friends from the Board of Trade of their eyes. 'Twas fast work I tell you. The energetic Boarders' Club has been months and months laboring at this scheme. Evidently they did learn the Yankee way of rushing, if after this they ought to sit at the feet of the city fathers and learn it took the council, which the Times says is no cumbersome and dilatory, but 30 seconds to settle this contentious question and get on to the next order of business."

"Do you suppose the city fathers intend to commit har-kari to the best of the Mandarin of a Boarder's kingdom?" says I.

"Watch them," says Uncle Hiram. "The secret of the situation to yield your opponent isn't expecting you to, and then come back and get him in a bone-breaking ho!"
"Maybe some of the aldermen feel that they can't come back, if maybe they'll try to go down with the ship. But as my friend, the ancient mariner remarked, there's my a slip 'twixt now and All Fool's Day."

17 LIVES LOST IN WRECK OF BARGES

Three Vessels Drive Ashore on Peaked Hill at Cape Cod and Many Perish—Bodies Found

Highland Light, Mass., Jan. 10.—The tragic history of Peaked Hill Bars received a substantial addition today when the coal barges we driven on the dreaded sands at this knuckle of Cape Cod and seventeen lives were lost. The barges were the Trevor-ton, Captain F. I. Brown, of Lincolnville, Maine, and six men; the Robin, Capt. C. Smith, of Philadelphia, and four men; the Pine Forest, Capt. M. W. Hall, of Provincetown, and four sailors.

The Trevor-ton was tied to Portland, Maine, the Robin to Portsmouth, N. H., and the Pine Forest to Marble Head, Mass. They were in tow of the tug Lyssa when tossed on the sands by the wind. The life boat or reach the barges with a life line. At 8 a. m. two boys had been thrown up on the beach with life preservers on which were stencilled "Tiverton."

CLOSING COTTON LETTER.

By Direct Private Wire to J. C. Mackintosh and Co.

New York, Jan. 10.—The government spinning report published at ten o'clock this morning indicated that 288,960 bales had been ginned from Oct. 2nd to Jan. 1st, making a total ginned to the 1st of Jan. 1, 1911, 1,087,442 bales. To confirm to the government's crop estimate of 11,126,000 bales, only 339,400 bales remain to be ginned. These figures were somewhat below general expectations and the market proceeded to place a bullish construction upon the report to the extent of 15 to 18 points. The most surprising feature of strength was the spot cotton which rose 16 points gross, indicating that not only the market was holding the issue, but the government's exhibit. The intention of the trade will now be to fix upon the movement of the crop. Southern advances are predicting a sharp falling off in receipts at the turn of the year. From the action of the market which, obviously in the feeling of the current high price, it will require a very pronounced falling off to arouse any buying power at this level. JUDSON & CO.

CANADIAN NEWS NOTES.

By direct private wire to J. C. Mackintosh and Co.

At the annual meeting of the Bank of Commerce shareholders in Toronto today, General Manager Bird made the expected announcement regarding the placing of the stock of a ten per cent. basis. "We are relieved," he said, "that our present and prospective prosperity justifies the expectation of a larger return. It will be our pleasure to suggest to payment of ten per cent. during the ensuing year."

Negotiations between the Toledo Railway and Light Co. and the City of Toledo for a renewal of extension of the franchise, have now reached that stage where the city solicitor has been requested by the city to draft a franchise ordinance, embodying all matters except those relating to the question of fare and the valuation of the properties. It is said that there will be no material difference between the city and the company as to the value of the properties and the rate of fare will be taken for consideration. It will be recalled that the city has already through its own accountants examined the operations of the company, with a view to the present negotiations, and that the company some time since delivered a complete inventory of its properties.

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GOVERNOR DINGLEY HAS NARROW ESCAPE

Boston Steamer Well Known in St. John Comes in Contact With the Queen Wilhelmina in Portland Harbor

Portland, Jan. 10.—The British steamer Queen Wilhelmina, which had just finished discharging a part cargo of china clay at the Maine Central wharf, left the docks on Saturday afternoon on her way to Boston with the balance of her cargo, but the master not liking the looks of the weather anchored in the ship channel, about abreast of Willard Beach. By so doing she narrowly escaped being sunk in the fog yesterday morning by collision with the steamer Governor Dingley.

The latter on her way from Boston was coming into the harbor about 4 o'clock, a dense fog prevailing at the time, so thick in fact that lights were not visible at a distance. The steamer was feeling her way very cautiously and was barely moving at the time with whistle going constantly, when the Wilhelmina was sighted just under her port bow. She was too close to avoid a collision and the Dingley struck her a glancing blow which fortunately did but slight damage, the after house of the Wilhelmina being stove in and injured somewhat, the extent of damage being estimated at about \$250.

The injury to the Dingley was only slight, her paint being scarred and one of her plates on the port side bent in which started a beam and opened her deck about two inches. There was no excitement on board the Dingley as the result of the collision, the concussion being very slight, and but few of her passengers felt the shock. The Queen Wilhelmina remained at her anchorage until Sunday afternoon when she proceeded on her way to Boston.

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