

The Standard



Published by The Standard Limited, 82 Prince William Street, St. John, Canada.

MANAGING DIRECTOR—Jas. H. Crockett.
EDITOR—S. D. Scott.

SUBSCRIPTION.

Morning Edition, By Carrier, per year, \$5.00
Mail, 3.00
Weekly Edition, By Mail, per year, 1.00
Weekly Edition to United States, 1.50
Single Copies Two Cents.

SAINT JOHN, FRIDAY MORNING, OCT. 29, 1909.

FOR THE IMPROVEMENT OF THE CITY.

The annual meeting of the Associated Charities last evening was not largely attended, the weather being so bad as to deter nearly all but the ladies. But there was opportunity for the discussion of several questions with which the Board of Management will be called upon to deal. While the Association will continue to seek out the destitute, the suffering and the unfortunate, it feels more than ever called upon to meet poverty and other troubles at their source. The improvement of sanitary conditions, of social environment, of moral influences, are included in the programme of the earnest citizens who in this town, and other communities, are attempting by collective effort to help their fellows. Everybody knows in a vague way, and many with the most definite knowledge, the disheartening experiences of those who engage in such activities. But it is also known that in the aggregate such labor is not without fruit. Statements are made which seem incredible of the number of houses which have no sewerage. But it is at least true that the sewerage system is extended from year to year, that groups of houses that are not fit to live in are going out of occupation more rapidly than others are sinking to their level, and that no person would think of building houses such as these tenements were when new. It is the business of reformers to see the worst of the evils they seek to cure. That is a necessary preparation. But to prevent discouragement it is also well to take note of the steady improvement that goes on about us. This is a good time for more radical and energetic measures for the improvement of physical conditions. We are looking forward to industrial and commercial development. It may be necessary to provide homes for working people that are to come. Whatever development takes place should not be in material advance only. With the desire to make St. John a larger and busier place, there should be a determination to make it more healthy, more attractive, more comfortable, more orderly, more free from ignorance, idleness, poverty and vice.

A POLITICAL COMMISSION AND ITS WORK.

The appointment of Mr. Calvert to the commission engaged in constructing the Eastern section of the Grand Trunk Pacific, continues the record of this commission as a part of the political machine. The chairman, Mr. Parent, was premier of Quebec. He was at the same time mayor of Quebec City, chairman of the Quebec Bridge Company, and member of a law firm, other members of which were concerned in Government patronage. At last the Quebec Liberal members, with some of his own associates in the Provincial Cabinet, revolted against the Parent influences. He refused to resign the premiership, and had to be driven out of office. Then Sir Wilfrid Laurier took him up and placed him at the head of a commission which is spending \$120,000,000. Mr. McIsaac, then member for Antigonish, a lawyer who knew no more about railway building than he did about aeroplanes, was chosen as another commissioner. Mr. Young, of Winnipeg, one of the political managers for the Government party in the West, is another member of the board. He had no qualifications other than political, and he has many disqualifications. It was he who bought the land at St. Boniface for the Winnipeg terminals, waiting until certain middlemen had acquired the property for \$99,200, and then paying them \$222,000, before they had themselves paid the original owners. It was he also, who interfered with Major Hodgins and the classification of work on Section F. Added to these we have now Mr. Calvert, who is a typical politician of the machine school, and like the others, is altogether without experience in railway construction. Mr. Calvert takes the place of Mr. Reid who also had been a campaign manager before his appointment.

With such a commission as this has been, and will continue to be, it is not surprising that the estimated cost of the railway has been much more than doubled. Leaving out of sight Sir Wilfrid's statement about the \$13,000,000 ultimate burden, now increased to \$40,000,000, we find that Mr. Fielding promised that the construction cost of the Eastern section would be \$51,300,000. Last year Mr. Graham had raised this estimate to \$114,393,765. Before the work is completed this estimate will undoubtedly be increased by many millions. The estimate of \$28,000 per mile from Quebec to Winnipeg has been increased to \$63,000 per mile. The estimate of cost on the Quebec to Moncton section has been raised from \$25,000 to about \$60,000 per mile, and the standard has been reduced by the establishment of a "pusher" grade. This is the work of the political commissioners so far as they have gone. Mr. Calvert is not the man to improve it.

PHILOSOPHY AND THE AIRSHIP.

Sir Ray Lankester has the courage in this day of airship triumphs to endorse the prediction of the late Professor Simon Newcomb that the aeroplane can never be more than a dangerous toy. Professor Newcomb made his statement some years before his death when there were no records to cast doubt upon his doctrine. Professor Lankester finds nothing yet done to sustain the hope of those who expect to make a thoroughfare of the air and a vehicle of the heavier-than-air machine. The British savant bases his flying animals. The greatest are not larger than a dog and not nearly so heavy for their size. The law laid down by Professor Newcomb is that air gives less proportional support to a large body than a small one. So a bird weighing ten pounds would need to use much more than ten times as much force as a bird of one pound in order to keep aloft. This is also true of the animals in water. The inference is that in the thinner medium of the air such

animals as the albatross reach the limit of size in which any considerable flight is possible. Consideration of the remains of extinct races of birds does not disturb this theory. "The largest known pterodactyle has a spread of wings of eighteen feet, but its body was no bigger than a swan's, and its weight inconsiderable owing to its bones being thin hollow cylinders."

And still it is conjectured that the last word may not be spoken. It seems that Professor Lankester, as reported by the New York Sun, takes account of the fact that the aeroplane does not fly by striking the air with both wings. The case would certainly be hopeless if man with his great weight and comparatively little strength of limb had to use his own power as the bird does. But when a man multiplying his weight by two or three can provide himself with a machine having power equal to that of a long team of horses he may be even better provided for than the eagle. So long as the power lasts it is, perhaps, greater in proportion to his weight than that of the strongest of the large birds. There remains then only the question whether he has the machinery which can apply that force to the medium in which he travels with as much effect as the bird. If the machine has been, or can be, invented which brings the force to bear upon the atmosphere to the same mechanical advantage as the bird applies his wings, then the man will not only fly as well as the bird, but will excel him in many ways. For he will have muscles that do not tire, and breath that does not fail. He will not be wanting in intelligence to work this machine, and with practice might be able to beat the bird at its own game just as his railway trains can outrun the swiftest animal.

From the report printed it does not appear that the philosophers took full account of the stored power by which man offsets his own physical weakness.

BERMONDSEY—A SIGNIFICANT ELECTION.

The British Liberal Administration got a hard blow in yesterday's by-election in Bermondsey. This is a London riding inhabited largely by artisans. There is perhaps no constituency more thoroughly representative of the Metropolitan working class. It is a place where Mr. John Burns should have influence, and where the scorn which Mr. Lloyd-George and Mr. Winston Churchill express for dukes might find an echo. For such a population the Lloyd-George budget was designed, and for such voters old age pension legislation might expect grateful recognition. Yet the Conservative candidate wins by nearly nine hundred majority.

It is not the case of the Unionist party holding its own. Three years ago at the general election Bermondsey elected a Liberal by 1759 majority. In 1902, when the Conservatives swept the country, the Liberals had a majority of 658 in this riding. In the two previous elections it went Conservative by half that majority. Something has caused a change of sentiment in Bermondsey. It is true that this was a three cornered fight. There was a Socialist candidate in addition to the two party nominees. Whether his candidature was a help or a hindrance to the Government cause is uncertain. But it is evident that there is no great enthusiasm for the Government and its measures, or the Government candidate would have received votes enough to place him at least as high as a straight opponent of the Government. Before the election it was not supposed that the nomination of Dr. Salter would assist Mr. Dumphreys, the Conservative.

It is understood that the Conservative candidate was an uncompromising tariff reformer, and that he made tariff preference the chief issue in his campaign. His election will give a strong impulse to those who have adopted this programme. It is only a by-election, one of some fifty that have taken place since the present Parliament was elected. Bermondsey is one seat in six hundred and seventy, and the Government majority is still 335 or thereabouts, or some 20 less than immediately after the general election. Counting Home Rulers with their Liberal allies, the parties stand about 500 to 170 or nearly three to one. In this situation the incident would not seem important under normal conditions. But the politicians have agreed that it is important, and for the past two weeks have been treating the contest as a critical event in public affairs. It has been predicted that the result would determine the course of the House of Lords in dealing with the budget, and would affect the decision of the Government in dissolving or not dissolving Parliament. Having treated the election in this solemn way during the progress of the campaign, the political leaders cannot now make it a matter of small account. The people will take it as a sign of what is coming and no one will be able to make them forget it.

A QUESTION OF PRIVILEGE.

According to a recent decision of the Supreme Court of Canada a man whose property was found to have been destroyed by a fire caused by Intercolonial Railway negligence, has no redress because the property destroyed was not on the Government railway premises. It seems that the act making the Government liable for damages resulting from such negligence is judicially interpreted to apply only to loss of goods which are "on" the railway. That is probably not what Parliament meant to say, but the courts can only judge what is meant by what is said. Evidently the Government will have to try again and give Parliament a better drawn bill.

But why should not the Intercolonial be made liable in the same way and to the same extent, and under the same law as other railways? A man living in the Intercolonial sphere of influence has the same right as one on the line of another road to compensation if the railway kills his cattle, or sets fire to his hay, or breaks his leg. There is no reason that one can see why the Intercolonial should have special immunity to kill, maim and destroy. Nor is it clear to the ordinary person why a man who has a claim of any kind against the Government railway should not be allowed to collect it the same as if it were a bill against the Dominion Atlantic. But if a man sells a ton of coal or a load of ties to the Intercolonial, or does some work for it, he cannot press his claim in the ordinary courts in the ordinary way. He cannot do it in any way in any court without leave of the party against whom he makes his case. He can proceed in the exchequer court, and to do so must first petition to the Government which is alleged to be in his debt. If the Government kindly grants him leave to take action he may do so but not otherwise.

Mr. Laurence, now a judge in Nova Scotia, Mr. Loggie and several other members of Parliament, have protested against the discrimination under which persons who have suffered from Intercolonial negligence are deprived of the remedy that they would have against another road. They might have gone farther and insisted that the Government should give up the privilege of shutting the gates of justice on men who believe they have a cause of action against some department. If a government enters the field of business by operating railways and ships, carrying mails, building houses, conducting farms, and so on, the Government should in these matters stand in the same relation to the public with whom it deals as any other operators carrying on the same activities.

The Times thinks the Liberals must have won the Municipal election in Kings because they are so well satisfied. If they are well satisfied it goes to show that even the Liberals are pleased with the Hazen Government and the Highway Act.

ARTIFICIAL TEETH



No better fitting teeth; nor better appearing teeth are made in Canada than those made at our office. We fill and extract teeth without pain.

Crown and bridge work a specialty.

DR. J. D. MAHER,

Boston Dental Parlors
Phone Main 653, 527 Main St.

THE HEAT FEELS GOOD.
These are the days when you begin to worry about your heating apparatus. Don't worry. Phone 1988.
G. W. WILLIAMS.
18 Waterloo Street.

PITHY PARAGRAPHS OF LOCAL INTEREST

Stripping The Salmon.
The work of stripping the salmon in the Little River pond is progressing satisfactorily and will probably be concluded by Monday next. It is anticipated the fish will yield in the vicinity of six million eggs.

Child Cared For.
Mr. S. M. Wetmore, agent of the S. P. C. A., yesterday arranged to have the little daughter of Annie Lynch placed in the St. Vincent's orphanage, Cliff street. The child's mother is serving a term in the Good Shepherd's Home. The little girl was found at midnight on the streets of Carleton, destitute and almost naked.

Purchased A Farm.
Mr. Edward P. Thompson, late brakeman on the C. P. R., has sold his property in Carleton and purchased a farm at Pennant from Mr. John Carigan of St. George. Mr. Thompson is going to look after the two water tanks recently constructed in that vicinity by the N. B. Southern Railway, and intends devoting his spare time to farming.

Skull Probably Human.
An examination of the bones found on Monday night at the house of Mr. H. Parlee, 319 Gullford street, was made yesterday morning by Coroner Kenney. The coroner says that he is almost certain that these bones are part of a human skull, which has been lying in the ground for years. The bones are not all complete, and for that reason no definite conclusion can be arrived at. When digging in the soil behind his house, Mr. Parlee struck this skull, breaking it into a number of pieces. This made it difficult for the coroner to arrive at any decision.

DEATHS.

Rev. H. Murray.
Many friends in this city and throughout the Maritime Provinces will regret the death of Rev. H. Murray, of St. John's, N. S., of Rev. Howard Murray, one of the oldest and best known ministers of the Christian Church. Rev. Mr. Murray was also one of the best known writers in the denomination. He was struck by a train at St. John's, N. S., and died at the hospital. He was about 68 years of age, and with his wife resided with their daughter, the wife of Dr. H. B. Ford, at Milton. Rev. Mr. Murray was a devoted member of the Christian Church and had a large acquaintance here. He was about 68 years of age, and with his wife resided with their daughter, the wife of Dr. H. B. Ford, at Milton. Rev. Mr. Murray was a devoted member of the Christian Church and had a large acquaintance here. He was about 68 years of age, and with his wife resided with their daughter, the wife of Dr. H. B. Ford, at Milton. Rev. Mr. Murray was a devoted member of the Christian Church and had a large acquaintance here.

FUNERALS.

Mr. George E. Barnhill.
The funeral of the late Mr. George E. Barnhill took place at 2:30 o'clock yesterday afternoon from his residence in Fairville, and was very largely attended. Many prominent citizens and working men were present to see the last rites. Services at the house and grave in Fernhill were conducted by Rev. Thomas J. Delastadt. There were many floral tributes from friends.

Mr. Wm. McKelvey.
Mr. Wm. McKelvey was buried yesterday afternoon from the residence of his sister, Mrs. Kee, St. James street. The funeral took place at 3 o'clock. The burial services were conducted by Rev. J. W. B. Stewart and interment was made in the Church of England burying ground.

Miss Gertrude Whelan.
The funeral of Miss Gertrude Whelan took place yesterday afternoon from the home of her brother-in-law, Mr. William Fitzpatrick. The body was taken to the Cathedral where the services were conducted by Rev. William Duke. Interment was made in the New Catholic burying ground.

Athena, Oct. 28.—The Military League has given another proof of its complete ascendancy and its irreconcilable spirit. The king desired that the decree accepting the voluntary resignation of the princes should



HALE WELLS
Designs
Engraving
Plating
Pr. Wm. St. John

CANADIAN BORN

Not content with recording her impressions of her recent American tour in "Marriage à la Mode," Mrs. Humphrey Ward goes farther afield in another serial novel that she calls "Canadian Born." There are some extracts from it as it pursues its course in the pages of the Cornhill Magazine:

"The train sped on, at its steady pace of some thirty miles an hour. The spring day was alternately sunny and cloudy; the temperature was warm, and the leaves were rushing out. Elizabeth Merton felt the spring in her veins, an indefinable joyousness and expectancy; but she was conscious also of another intoxication—a heat of romantic perception, kindled in her by this vast new country through which she was passing. She was a person of much travel, and many experiences; and had it been prophesied to her a year before this date that she could feel as she was now feeling, she would not have believed it. She was then in Rome, steeped in, ravished by the past—assisted by what is, in its way, the most agreeable society in Europe. Here she was absorbed in a rushing present; held by the vision of a colossal future; and society as well known to her. Quebec, Montreal, and Ottawa had indeed made themselves pleasant to her; she had enjoyed them all. But it was in the wilderness that the spell had come upon her; in these vast spaces, some day to be the home of a new race; in these lakes, the playground of the Canada of the future; in these fur stations and scattered log cabins; above all in the great railway linking east and west, that she and her brother had come out to see."

As they journeyed on they grew enthusiastic over the rampant beauties of the new West. "They had left Toronto on a May evening, when the orchards ran, one flush of white and pink, from the great lake to the gorge of Niagara, and all along the line northwards the white trilliums shone on the grassy banks in the shadow of the woods; while the pleasant Ontario farms fitted by, so mellowed and homelike already, midway between the old life of Quebec and this new, raw West to which they were going. They had passed also—but at night and under the moon—through the lake country which is the playground of Toronto, as well known to one who has been named as Westmorland; and then at North Bay with the auriferous they had plunged into the wilderness—into the thousand miles of forest and lake that lie between Old Ontario and Winnipeg. And here it was that Elizabeth's enthusiasm had become in her brother's eyes a folly; that something wild had stirred in her blood, and stirring there in her shady hat at the rear of the train, her eyes pursuing the great track which her father had helped to bring into being, she shook Europe from her, and felt through her pulses the tremor of one who watches at a birth, and looks forward to a life to be. . . . Elizabeth's maid slept in the saloon. Elizabeth herself, wrapped in a large cloak, sat awhile on the side, waiting for the first sight of Lake Superior. It came at last. A gleam of silver on the left—a line of purple islands—frowning headlands in front—and out of the interminable shadow of the forests they swept into a broad moonlight. Over high bridges and the roar of rivers, threading innumerable bays, burrowing through headlands and peninsulas, now hanging over the cold shining of the water, now lost again in the woods, the train sped on its wonderful way. Elizabeth on her platform at its rear was conscious of no other living creature. She seemed to be alone with the night and the vastness of the lake, the awfulness of its black and purple coast. As far as she could see, the trees on its shores were still bare; they had temporarily left the spring behind; and the North seemed to have rushed upon her in its terror and desolation. She found herself imagining the storms that sweep the lake in winter, measuring her frail life against the loneliness and boundlessness around her. No sign of man, save in the few lights of these scattered stations and yet for long, her main impression was one of exultation in man's power, the skill, which bore her on and on, safe, through the conquered wilderness."—Boston Transcript.

be gazetted before the bill adopted by the Chamber of Deputies dissolves them from the army. The premier intervened and endeavored to persuade the league to agree to a compromise, but the league resolutely refused to consent to this and the dismissal of the princes was gazetted.

Fredericton Business College
is NOT CLOSED IN SUMMER. Why waste the summer months? Two or three months wasted at the end of your course, means loss of that many months' salary at the other end. ENTER NOW. Free catalogue, giving full particulars sent on request. Address, W. J. OSBORNE, Box 385, Fredericton, N. B.

Just a little Over the Price of a Postage Stamp.
WILBUR & WATERS.
20 WATERLOO ST.

OPERA HOUSE
Lecture on
Christian Science
BY
Frank H. Leonard, C. S. B.
Member of the Board of Lecturers of the First Church of Christ, Scientist, in Boston, Mass.
SUNDAY Oct 31, at 3 p.m.
NO COLLECTION.
ADMISSION FREE.
ALL WELCOME.

FAIR & WINTER
Over-Coatings and Suitings in all the LATEST STYLES
are now being shown by
A. R. Campbell & Son
Merchant Tailors, 201 Main St.

The Man Who Pays

The Bills Appreciates the Coal Economy of the "Enterprise Hot Blast."

The air-tight construction of the "Hot Blast" gives perfect control and slow, economical combustion. One bundle of coal will last from 18 to 24 hours. It burns any kind of coal. It's an all-night fire-keeper. Three sizes: \$10.00, \$11.00, \$13.00

The Best Heating Stove Value on the Market

EMERSON & FISHER, L't'd, Sole Distributors, 25 Germain St.

EDGECOMBE & CHAISSON,

HIGH-CLASS

TAILORS

Importers of High-Grade Cloths and Gentlemen's Wear

104 KING STREET, TRINITY BLOCK.

Once Tried Always Used

DELECTA LINEN

Note Paper and Envelopes

HIGH CLASS at a reasonable price.

Barnes & Co., Ltd.

84 Prince William Street.

SUCCESSFUL BUSINESS MEN ADVERTISE

IT PAYS

At least 5,000 people pass through the City Market daily. A few of the best AD. SPACES there are now vacated. For particulars apply to

H. L. & J. T. MCGOWAN Ltd., 139 Princess Street.

Phone 691.

Get an Opinion From Anyone

who is wearing glasses made by us.

There will be no need then for us to employ flattering terms regarding them.

Fitted with specially adapted lenses, they cannot give other than entire satisfaction for we know how.

We have the latest of everything in glasses, that has merit.

L. L. Sharpe & Son,

21 King Street, St. John, N. B.

Fredericton Business College

is NOT CLOSED IN SUMMER. Why waste the summer months? Two or three months wasted at the end of your course, means loss of that many months' salary at the other end. ENTER NOW. Free catalogue, giving full particulars sent on request. Address, W. J. OSBORNE, Box 385, Fredericton, N. B.

Fredericton Business College

is NOT CLOSED IN SUMMER.

Why waste the summer months? Two or three months wasted at the end of your course, means loss of that many months' salary at the other end. ENTER NOW. Free catalogue, giving full particulars sent on request. Address, W. J. OSBORNE, Box 385, Fredericton, N. B.

Fredericton Business College

is NOT CLOSED IN SUMMER.

Why waste the summer months? Two or three months wasted at the end of your course, means loss of that many months' salary at the other end. ENTER NOW. Free catalogue, giving full particulars sent on request. Address, W. J. OSBORNE, Box 385, Fredericton, N. B.

Fredericton Business College

is NOT CLOSED IN SUMMER.

Why waste the summer months? Two or three months wasted at the end of your course, means loss of that many months' salary at the other end. ENTER NOW. Free catalogue, giving full particulars sent on request. Address, W. J. OSBORNE, Box 385, Fredericton, N. B.

Fredericton Business College

is NOT CLOSED IN SUMMER.

Why waste the summer months? Two or three months wasted at the end of your course, means loss of that many months' salary at the other end. ENTER NOW. Free catalogue, giving full particulars sent on request. Address, W. J. OSBORNE, Box 385, Fredericton, N. B.

Fredericton Business College

is NOT CLOSED IN SUMMER.

Why waste the summer months? Two or three months wasted at the end of your course, means loss of that many months' salary at the other end. ENTER NOW. Free catalogue, giving full particulars sent on request. Address, W. J. OSBORNE, Box 385, Fredericton, N. B.

Fredericton Business College

is NOT CLOSED IN SUMMER.

Why waste the summer months? Two or three months wasted at the end of your course, means loss of that many months' salary at the other end. ENTER NOW. Free catalogue, giving full particulars sent on request. Address, W. J. OSBORNE, Box 385, Fredericton, N. B.

Fredericton Business College

is NOT CLOSED IN SUMMER.

Why waste the summer months? Two or three months wasted at the end of your course, means loss of that many months' salary at the other end. ENTER NOW. Free catalogue, giving full particulars sent on request. Address, W. J. OSBORNE, Box 385, Fredericton, N. B.

Fredericton Business College

is NOT CLOSED IN SUMMER.

Why waste the summer months? Two or three months wasted at the end of your course, means loss of that many months' salary at the other end. ENTER NOW. Free catalogue, giving full particulars sent on request. Address, W. J. OSBORNE, Box 385, Fredericton, N. B.

Fredericton Business College

ROBT. MA

Mason and Builder

and Appraiser

Brick, Lime,

Tile, and P

Work

General Jobbing

done.

Office 16 Sydney

Res. 385 Union St.

Buy and

SAUSA

They Will Su

M. D. B.

JOHN HOP

186 Union St.

Men's

Leather L

Boots

The right kind of fo

this time of year.

Men's Box Calf, L

Lined, Nailed, Doubl

Cobalt Grain, Leather

ed, Heavy Double

Men's Box Calf, L

Lined, Goodyear W

Double Sole, . . .

Men's Box Calf, L

Lined, Goodyear W

Viscolize, Double

Men's Sperm Calf,

Kid Lined, Goodyear

ed, Viscolize, Doubl

and Heel

The Same in Tan,

Open Evenings U

Francis &

Vaug

19 KING STREET

WITH

"Well, well, kids, I

</