

The Standard



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MANAGING DIRECTOR—Jas. H. Crockett.
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SAINT JOHN, FRIDAY MORNING, DEC. 3, 1909.

NEW BRUNSWICK FRUIT IN LONDON.

Announcement of the prizes won by New Brunswick in the Colonial Fruit Show at London will confirm the previous evidence that this province is not behind Nova Scotia, Ontario, or British Columbia as an apple country. The exhibit sent was not a large one, and was prepared at rather short notice, but it brings four medals to New Brunswick. Probably no eastern province can produce fruit which appeals to the eye like that grown in British Columbia or the Pacific States. In size and color the far western fruit is hard to beat. But fruit is not wholly intended for ornamental purposes, and in apples for use Eastern Canada has no reason to fear the competition of the luxuriant orchards of the western valleys. In flavor the eastern apple is superior to anything that can be grown on the other side of the continent.

The credit of the province as a home for farmers and orchardists has suffered from neglect. Until lately New Brunswick has hardly been introduced to the attention of the people of Great Britain. They do not come here to settle, and hardly to visit or investigate because they have heard so little of the resources and capabilities of the province. A new era has dawned. We have begun to advertise. We are causing it to be known in the Old Country that this is a province to be considered by people seeking homes on this continent. Such an exhibit of apples as that sent to London goes some way toward showing what the province is, and what it can produce.

TRIUMPH OF THE HIGH CLASSIFIERS.

When Major Hodgins was district engineer on the Transcontinental, one of the engineers under him who, as he said, persisted in over-classifying the work of the contractor, was named McIntosh. Major Hodgins, going over his division, found that he was constantly classifying earth excavation as solid rock, and thus swelling the contractor's profits and the cost of the road. The superior officer proceeded to cut down these allowances. Then the contractor complained, and Mr. Gordon Grant was sent by the commissioners to investigate. This complaint officer told the engineers under Major Hodgins that they should classify liberally, and under his inspiration they made still higher classification. Major Hodgins was driven from Government employ. But he has been vindicated by Chief Engineer Lumsden of the whole work, who has in turn found it necessary to quit the service with a protest against the system of graft. But Mr. Gordon Grant has been appointed chief engineer in place of Mr. Lumsden, and what is worse he is made arbitrator on behalf of the Transcontinental on this very classification dispute. We may judge what protection the treasury will get from this officer. More-over engineer McIntosh, against whose over-classification Major Hodgins took decisive action, has been promoted, and his salary has been raised from \$200 to \$275 per month.

Promotion for Grant and McIntosh, retirement for Lumsden and Hodgins. The men promoted are the high classifiers, the men dropped are the rigid inspectors.

It is not surprising that the railway is costing more than double the estimate. The engineers who made the estimate did not count on rock prices for digging dirt.

PATRONAGE TROUBLES.

It was doubtless hoped that the resentment caused by the appointment of Mr. G. H. Flood to the position of agent for the Marine Department would fade away and gradually die. Instead it deepens and gradually increases. Party men are inquiring among themselves whether any one in the community has influence except the group of dredgers and contractors who own the Telegraph, and who apparently have also the patronage of the province. Mr. Bowman, who sought this appointment, seemed to have qualification at least equal to those of Mr. Flood. He had also a strong support of Liberals who were thought to have influence with Mr. Pugsley. This all counted for nothing. Then Captain and Alderman Elkin had some knowledge of marine matters, and of the duties of the vacant office. He too had strong party claims and had good backing from leaders who worked hard in the election. But he had no chance with a connection of the McEvity family. Neither had Mr. Fred Barnhill, though he and his family and friends have been useful party men, and he also had qualifications fully equal to those of the successful aspirant. Now that it is all over, and the conclusion is just, what the disappointed applicants were warned by Conservatives that it would be, there is some searching of hearts to find out whether it is worth while for any one outside the ring to trouble himself about either patronage or party matters.

AN ELECTION AT HAND.

A number of foolish rumors were circulated a few weeks ago representing the King to be engaged in trying to effect an arrangement among the party leaders to prevent a conflict between the Lords and the Commons. There could never have been any basis for these reports. His Majesty would know that this was a matter to be settled ultimately by the people themselves, and one which could be arranged by no one else. Now we have the official statement that the King has promised to allow a dissolution, which consent would be given as a matter of course in the circumstances. The Lords have withheld their consent to the budget until the question should be referred to the people. The

Government and the Commons protest in the name of the people against the action of the Lords. Government and Opposition, Lords and Commons, profess to be willing to accept the popular verdict. There is, perhaps, no great virtue in this as it is what they must do in the end. But since they make appeal to the people the King has a simple duty. They have appealed unto Caesar; unto Caesar let them go.

A \$100,000,000 PROPOSITION.

Postmaster General Lemieux is reported as having announced in a London after dinner speech that the Government was about to take up the Georgian Bay Canal proposition. This confirms a statement to the same effect by Sir Robert Perks, who wrote to his constituents that he could not again be a candidate because he must give a large part of his time to the great Canadian enterprise.

It is certainly a large and costly proposition. The Government estimate is \$100,000,000 for the cheapest of the standards and routes proposed. This is double the estimated cost of the Moncton-to-Winnipeg section of the Grand Trunk Pacific. That section is now expected to cost \$125,000,000. The Georgian Bay or Ottawa River Canal will, on the same basis of excess over the estimate, cost over \$200,000,000. But if the cost did not exceed the estimate it would exceed the total capital outlay of the country before and since confederation on the whole existing canal system of Canada. This includes St. Peter's, \$650,000; Lachine, \$11,800,000; Beauharnois, \$1,600,000; Cornwall, \$2,300,000; Galop, \$6,100,000; Rapide, \$2,200,000; Welland, \$28,000,000; St. Anne's, \$1,200,000; Carleton and Grenville, \$4,200,000; Rideau, \$4,100,000; Chambly, \$600,000; Murray, \$1,250,000; Trent, \$6,000,000; Tay, \$500,000; Sault, \$5,000,000; Soulange, \$7,000,000, with some smaller waterways.

The \$100,000,000 project, to cost probably \$200,000,000, will connect Georgian Bay and the Upper Lakes with the St. Lawrence by way of the Ottawa River. Should it become the great grain and produce thoroughfare from the West, as its promoters expect, it will put the lower lake canal systems out of business. Lakes Erie and Ontario would be side tracked. The Welland Canal would be used only for freight destined for Lake Ontario ports. Some five million dollars has been expended in the last eight or ten years on the Welland Canal alone, to say nothing of the vast outlay at Port Colborne. The construction of the other and rival canal would be such a complete reversal of transportation policy, that it is hardly likely that it has yet been decided to go on with it.

THE MILITIA BUILDING.

It is estimated that the new drill shed and armory in this city will cost \$200,000. As this is about half the cost of the Halifax structure, we may, perhaps, regard it as an over estimate. As this sum of money is to be paid, a matter of a few thousand dollars in the cost of land is not important. When the work is completed it will be found that a similar structure could have been provided at a more convenient place at about the same cost. A well known militia officer, who is equally well known as an active Liberal, tells The Standard that if the establishment had been placed about the centre of the city it would have attracted to the force many more young men, and would have made it much easier to obtain and retain junior officers. The Militia Council, in the last report, laments the scarcity of young men disposed to go into training as officers in the militia. The opinion expressed to The Standard is that this difficulty is increased in St. John by the want of a suitable meeting place, and that the proposed building in the proposed location will do little to improve the conditions. There was an opportunity to give fresh enthusiasm to the service, and to widen greatly the interest in it. This chance seems likely to be lost.

WANT OF CONFIDENCE.

A surprising loss of confidence not only in the Intercolonial but on the Grand Trunk Pacific is exhibited in the eagerness of Halifax and other parts of Nova Scotia to have the Canadian Pacific extended into that province. It is not many years ago when the extension of the Intercolonial to Montreal, and the deal with the old Grand Trunk was to make the Intercolonial system a competitor with the Canadian Pacific even at St. John for western trade. Much more would the Government road compete at Halifax. That dream passed, and the Grand Trunk Pacific contract was made. The route was selected through the middle of this province, where there were few settlements, in order to get the shortest possible route to Nova Scotia. The cost of the Moncton-to-Quebec section of the Transcontinental is now placed at \$26,000,000. And still there is a clamor for the Canadian Pacific.

A potato dispute rages in Ontario. The Toronto News got hold of one at Pictou weighing 2 pounds, 11 ounces, and supposed that it beat the record. Then William Wall of Haliburton said that he had grown one weighing 3 3/4 pounds. Another Haliburton man had 59 potatoes weighing 90 pounds. While this last find was under discussion, an Old Country man produced a statement that Charles McGottigan, of Donegal, Ireland, had raised a potato weighing 3 pounds, which was then claimed to be the largest ever grown.

It will be interesting to hear from Commander Kingsmill concerning that well equipped lifeboat and seven able, well-drilled boatmen, whom he reported to be available at the life station at Seal Cove. Before the book containing this statement had been printed, it was found that the crew of seven consisted of coxswain Benson alone, and that he preferred his own fishing boat to the lifeboat which was kept at the station.

Sir Charles Hibbert Tupper put up all the serious fight there was in British Columbia against the McBride Government. The Liberal party seems to have been altogether effaced, and the whole opposition placed their hopes on him. Sir Charles Hibbert is an able man, but even he is not able to make anything out of Pacific Coast Liberalism.

The president of Nicaragua learns that the attitude of the United States towards insurgents in Central America is not the same that was expected of other nations when the United States had a rebellion of their own.

The Intercolonial board of management and the Marine Department are somewhat alike. Both escape responsibility for disasters by throwing the blame on the crews.

There are still two vacant senatorships in Nova Scotia, one of which has several years standing. So many politicians want these appointments that Mr. Fielding finds it hard to choose.

It is not a bad thing to be a curator and liquidator. Mr. Stavert is allowed \$16,500 for performing these solemn offices for the Bank of Yarmouth.

THE STANDARD, FRIDAY, DECEMBER 3, 1909.

THE HEAT FEELS GOOD.
These are the days when you begin to feel about your heating apparatus. Don't worry. Phone 13-111.
G. W. WILLIAMS.
18 Waterloo Street.

"God enrich the time to come,
With smiling plenty and fair
prosperous days."

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 to avoid mistakes; and there examine the articles and see for themselves what may suit their purpose best, but don't send the money out of the city this year, you can spend it just as profitably here, and see what you're buying personally, and know it is right before presenting it. I have lately been selecting, receiving, and am now opening for inspection, what I consider the most up-to-date line of goods I have ever seen; in Diamond Set articles as specialties, I am offering at very low prices for such fine goods to cash. Jewellery, 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

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PRISON INSTRUCTORS AND THEIR SALARIES

To the Editor of The Standard:
Sir,—Will you please inform me, through your paper, the salary of the trade instructors at the Dorchester penitentiary?
Your truly,
H. B.

IN THE COURTS

PROBATE COURT.

Estate of George E. Barnhill.
The will of George E. Barnhill, late of Fairville, lumberman, who died on October 26, was admitted to probate yesterday on the petition of the Eastern Trust Co., presented by Barnhill, Ewing and Sanford, advocates for the estate.

The will is dated December 15, 1906 and makes the following bequests: To George Rivers, a nephew of the deceased \$100; to John Boyd, a friend who frequently accompanied the deceased on his fishing and trapping trips, all boats, traps and other outfit in the woods at his various camps and the sum of \$100; to Maggie Lynch, who was for many years in his employ, \$50; to Bee O'Connor, also a relative of his deceased wife, \$500 a year during her life and to Elizabeth Lewis, an aged aunt of deceased, \$50 a year during her life. The residue is given in equal shares to the brother and sisters of the deceased. The estate is valued, according to present estimate at \$14,000 personal and \$2,000 real, but mention is made that there are in addition, some unlisted stocks, the value of which cannot be determined at the present time.

COUNTY COURT CHAMBERS.

Rubber Co. vs. Taylor.
Before Judge Forbes Mr. C. S. Hamilton for the plaintiff, in the case of the Merchants' Rubber Co., Limited, vs. C. Humphrey Taylor, obtained a summons calling upon the defendant to show cause why the appearance and plea should not be set aside. It was made returnable next Thursday.

Final judgment was signed in the case of the Imperial Oil Company, Limited, vs. George R. Johnson for \$41.00.

Mechanics Lien Case.
The Mechanics Lien case of Hamilton vs. Storey (owner) and Whitehead (contractor) has been settled. Mr. S. B. Bush for the plaintiff and Mr. H. J. Smith for the defendant.

The Nash's Creek Disaster.
Mr. W. A. Mott, K. C., who represented the crown in the inquiry held at Campbellton, into the I. C. R. collision at Nash's Creek, will submit the evidence and the verdict of the jury to Attorney-General Hazen, who will decide what action will be taken. Suits for damages by the I. C. R. will, it is said, be commenced by the widows of Messrs. John Morton and William Morrison.

AT THE HOTELS

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D. S. Seymour, Montreal; C. C. Starr, Halifax; Alfred Hardy, Bradford; A. Oppel, Brussels; P. A. Carpenter,

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AUSTRALIA WANTS ITS UNIT BADLY
Melbourne, Australia, Dec. 2.—Sir J. Forrest moved for the second reading of the naval loan bill and the adoption of a five per cent. sinking fund which would liquidate the debt in 15 years. The total Australian annual outlay for the new squadron will be £275,000, of which the Imperial Government contributes £250,000. Altogether the increase in expenditure does not exceed £25,000.

Premier Deakin said: "We need our unit, and we need it now." He pressed defeat to a postponement. Time pressed and the delay was unthinkable, though he disliked borrowing as much as anybody.

Fort William, Emile Schwartz, Montreal; W. T. Wilcox, Montreal; H. M. Wyllie, Halifax; D. Warner, Winnipeg; L. C. Deagle, Moncton; Jas. H. Crockett, Fredericton; W. P. Jones, Montreal; Wm. Early, Toronto; E. Jay Taylor, Montreal; H. G. Munro, Prince Rupert; A. J. Gregory, Fredericton; N. H. Hamilton, Edmonton; A. Jackson, England; L. A. Conney, W. H. Conney, Dawson.

J. G. Johnson, Fredericton; W. Robinson, D. Davenport, J. Robie, W. McDonald, Marysville; W. L. Algaie, St. Stephen; Morris Scott, Quesetown; Hal Smith, J. E. Sewell, Fredericton; Mr. and Mrs. J. P. Wright, Winnipeg; Mr. H. Harrow, Vancouver; B. C. F. Wattlington, Seattle; R. W. Gibbett, Calgary; Mr. and Mrs. W. Hornsby and child, Elva, Nanaimo; George

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N. B. Southern Railway
On and after SUNDAY, Dec. 3, 1909, trains will run daily, Sundays excepted, as follows:—
Lv St. John East Ferry... 7:30 a.m.
Lv. West St. John... 7:45 a.m.
Arr. St. Stephen... 12:30 p.m.
Lv. St. Stephen... 1:45 p.m.
Lv. St. John... 1:45 p.m.
Arr. West St. John... 6:30 p.m.
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Last O The wrecked was on the Old appeared during Only a small port taken out. Mr. W. The death of curred at an morning at his after a short l le widow day. The Fr. J. C. John all of the only daughter Deceased was f and a native of

SUSSEX MA WITH

Surrey, N. B. Hunter, formerly trial Railway, has heating railway steam on locom being tested on