

The Standard



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SAINT JOHN, WEDNESDAY MORNING, MAY 12, 1909.

PROTECTION AFTER DEATH.

It will not hereafter be doubted that the Minister of Railways is a man of original ideas. Mr. Lancaster's level crossing bill, passed four times by the Commons and four times destroyed or mutilated by the Senate, provides that level crossings in thickly populated places must be protected or else that trains shall stop up to ten miles an hour at these points. Mr. Graham now proposes as a substitute that at any crossing where life is lost or serious injury inflicted, the rate of speed thereafter shall be not more than ten miles an hour until protection is provided. Thus in order to get protection, the community must first sacrifice one of its members. Mr. Lancaster prefers to have the precautions taken before the man is killed, with the idea that there shall be no killing. Mr. Graham will be satisfied if only one person is killed at each crossing.

Of course Mr. Graham may take his stand on the axiom that every crossing must be considered innocent until it is proved guilty. But even a merciful application of that rule would not require death or serious bodily harm for proof of the criminal intent. If a man shoots at another and misses him by an inch, he may be convicted of crime. So a level crossing which should throw a few carriage loads of people into the neighboring turnip field, or give some distinguished citizen a brief but exciting ride on the cowcatcher, would signify a dangerous disposition. It might be worth while for Mr. Graham to give further study to these analogies.

Then he ought to consider the effect of his legislation on the relations which the people of a community bear to each other. It is not wholesome for all the people in a village to have a personal beneficial interest in the sudden death of one of their number. The fact that the safety of the town will be promoted by the slaughter of one of the people by the train might prey upon the village mind, until some Charlotte Corday might push some unworthy citizen under the train, that the people should be saved. Or a Curtius would fling himself in full uniform on the crossing, to be crushed, that the town might henceforth be free from peril.

Then in case the first death should be clearly accidental it would be impossible for the mourning community to escape a certain feeling of satisfaction that the debt was paid and the Minister of Railways appeased. Mr. Graham may consider it a good thing to be able thus to mitigate the horror of an untimely death. But still the victim is entitled to some consideration.

THE Y. M. C. A.

The new Y. M. C. A. building is one of the best investments that this city has ever made. The Association is now in a flourishing condition, accomplishing much careful work, furnishing much rational and innocent enjoyment and recreation. The astonishing increase in membership and attendance shows that the young men and boys appreciate the advantages and opportunities which the institution affords, and gives an idea of the patronage they might bestow on other and worse places if this were not available. A particularly encouraging feature of the work of this institution is the share the boys have in it, and the readiness with which young men are induced to assist in caring for those still younger. While the Association gives much more attention than formerly to physical training and athletics, it has never relaxed its religious activities. Working hand in hand with the churches it does some things for which they are not equipped, while aiming to strengthen rather than weaken their hold on young men. The fact that the Association with its splendid equipment seems to be entering upon a larger career cannot efface the record of devoted and successful work carried on for many years by faithful men in less favorable circumstances.

A QUESTION OF PRIVILEGE.

Mr. Pugsley could not stay in the House to answer questions, and hear the evidence quoted. He rose afterwards, however, to a question of privilege, when no one would be allowed to reply or ask further questions, to say something about a payment to Mr. O'Connell from the proceeds of Central Railway bonds. Mr. Pugsley says now that this payment was to repay an advance, and that the original advance was to pay for rails. As there are no records or accounts or books to contradict or confirm this explanation of the destiny of the money, it goes for what it is worth. What record there is had been quoted by Mr. Crockett who left the matter where the orders in council and letters of Mr. Pugsley placed it.

The explanation stands on the authority of the ex officio director who twice informed the Legislature that his company paid \$180,000 for the Central Railway, whereas the amount paid for the property was less than \$142,000.

SIR WILFRID LAURIER AND HIS BIOGRAPHER.

A Government organ produces a passage of high praise of Sir Wilfrid Laurier from his biography by Mr. J. S. Willson, now editor of the Toronto News. Mr. Willson is not able to speak so well of the Premier as he could seven years ago, and he is not the only independent man in that position. Sir Wilfrid is not so good a Premier as he was in his first term, and there were many like Mr. Willson who followed him in opposition but did not find him out until he had been several years in office. When Mr. Willson discovered the lowering of Sir Wilfrid's moral standard, he withdrew from the position of editor of the Liberal organ, where he could not speak his mind. His book is an honest book, describing Sir Wilfrid as the author thought he

knew him. It certainly showed great friendliness, even partiality, but the opinions expressed were not so absurd as they would be if written in the light of the history of the last seven years.

GREAT CHANGE IN NEWFOUNDLAND.

Not much can have happened since the previous Newfoundland election to change the opinion of the people respecting the parties or their leaders. Neither has had opportunity to introduce legislation, or to perform more than the routine work of administration. The Morris ministry, which took office when Sir Robert Bousa found that he could not control an evenly divided administration. Substantially it existed by the personal authority of the Governor. The dissolution of the Legislature was the one proceeding open to the political controversy. Sir Robert Bousa resented this course. He seems to have taken the ground that if the dead-lock made a dissolution necessary, it should have taken place without a previous change of Government. As Mr. Morris could no more rule without a majority than Mr. Bousa, it was claimed that Morris should not have been given the advantage of control during the campaign. This control seems to have had great value, since the Morris party, which without it only elected half the House, has this time gained nearly the whole of it.

AN EASILY SATISFIED OFFICIAL.

A convenient official for the Government is Mr. Coltingwood Schreiber of the Railway Department. It is now explained that the errors in the estimated cost of the Transcontinental were due to him. Mr. Schreiber has been an able engineer, but his opinion on any matter of Government policy is the opinion of his Ministers. If it is Government policy to say that a railway will cost half price the ministers can always find officers to help them out with it. The country has, perhaps, not forgotten that Mr. Schreiber, as presenting the Government, passed for guarantees a large series of Grand Trunk Pacific construction expenditure claims, which went all to pieces when submitted to the inspection of an auditor. They included promotion expenses paid at Ottawa or through parliamentary agents, and the minute it was found that these payments would be examined, the company withdrew them. But they satisfied Mr. Schreiber, just like the Government estimates.

THE GOVERNMENT BLACK LIST.

The Government's list of slanderers is growing day by day. It now includes:—
John M. Courtney, C. M. G., former Deputy Minister of Finance.
Thomas Fyfe, former Commissioner of the Merchant's Bank and Bank of Nova Scotia.
P. J. Basin, Royal Commissioner.
Rev. John Pringle, D. D.
Major A. E. Hodgins, C. E., former District Engineer on the Transcontinental.
Mr. G. S. Mayes, of St. John.
Hon. Joseph Martin, former Premier of British Columbia and one of the Liberal leaders in the West.
Hon. Pierre Landry, Judge and Royal Commissioner.
Mr. Macdougall, banker and Royal Commissioner.
A. E. Teed, ex-Mayor, and Royal Commissioner.
And many others.

NO INTEREST ON UNPAID TAXES.

One of the city papers, speaking of the new council and city conditions, stated that "under the provisions of the new assessment act the chamberlain is authorized to charge one-half of one per cent. a month on all overdue taxes."
The Standard understands that this is a mistake. Hon. Robert Maxwell is responsible for striking this provision out of the bill. He took the ground that as the man who was unable to pay lost the five per cent. discount, he should not have an additional burden imposed on him. Citizens usually pay their taxes if they are able. If they refuse the amount can be collected, and Mr. Maxwell was able to persuade the Legislature that the interest charge ought to go.

NOT MUCH OF A SNAP.

The failure of so many Liberals to vote confidence in Mr. Pugsley in the House of Commons division on Thursday is sought to be accounted for on the ground that the vote was a snap one. This will hardly help the Government. If, on an issue involving the existence of the Government, in a debate lasting two days, the ministerial managers allow themselves to be caught in the middle of the afternoon session with their forces scattered, there is fault at headquarters. The rank and file should unite and read the Prime Minister a lesson on his duty to his party.—Montreal Gazette.

Mr. Carvell has still failed to explain the "W. P." matter and the "F. P. T." matter, and several other matters connected with Central Railway disbursements. The Montreal Gazette offers this comment:—
"Mr. Carvell, M. P., was expected to add to the reputation he has won in the House of Commons by a defence of Mr. Pugsley in connection with the Central Railway matter. When the opportunity for him to speak came, however, he sat silent. He did not add to his reputation and it did not help Mr. Pugsley. Perhaps he did not want to spoil the Opposition's plans for that snap vote."

Minister Graham went to Montreal the other day and made a speech in which he intimated that the Conservative party is the party of "typographical errors." Then he returned to Ottawa and introduced a bill to correct a "typographical error" in the Railway Subsidy Bill of last year. The Government asked Parliament to vote a subsidy to a railway, and actually forgot to say in the bill what the amount was to be.—Mail and Empire.

It is pointed out that in the campaign half of last year, 109 fish wardens were appointed in Victoria County, N. S. Yet the Government majority in Victoria and North Cape Breton was only 17. Take out the wardens and the Government would have missed it.

After three years for consideration, the Government has got before the Banking and Commerce Committee the Insurance Bill with fourteen pages of amendments prepared by a sub-committee. And Parliament has been sitting nearly four months.

Fighting Joe Martin has been a distinguished member of the Parliament of Canada, of the Legislatures of Manitoba and British Columbia. He has missed the British Parliament, but Australia is open to him.

No need to apologise any more for that majority of 27. Let us take it for granted that they were all anxious to vote for Mr. Pugsley, but did not want to hear much about him.

If the Liberal members had not gone out to get rid of hearing the evidence against the Minister of Public Works, the majority would have been larger—or smaller.

They did not drown Sir Robert Bousa, but they have buried him.

Superior Dentistry

Emerson puts the POINT plithly:—
"If a man can write a better book, preach a better sermon or make a better mousetrap than his neighbor, though he build his house in the woods, the world will make a beaten track to his door."
See the POINT?
Our fillings, crown and bridge work are the best.
It will pay you to have your teeth put in good order, painlessly and at reasonable charges.
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THE DEAD WILL NUMBER MANY THOUSANDS

New York, N. Y., May 10.—Reports from American missionaries stationed in the massacre districts of Asiatic Turkey are now being received by the various mission boards. One of these received by Dr. R. M. Sommerville, of the Reformed Presbyterian Mission Board, is from the Rev. C. A. Dods, dated Mersina, April 20. Dr. Dods writes:—

"Returns are by no means in, and probably will never be, but it does look as though the killed in the Adana Vilayet would surely number into thousands. Reports from other parts of the empire would seem to indicate that civil war is imminent. A dreadful condition exists at Dr. Christie's school and it is to be feared that this is only the beginning of sorrow. A letter from Mrs. Christie yesterday speaks of the pitiful state of the people gathered there. The outbreak in Adana was simultaneous with the annual conference of the Central Turkey Mission Board. This included the missionaries and the native pastors, the latter of whom were about sixty in number.
"I suppose nearly all the pastors were on the road, and not a great distance from Adana, when the outbreak occurred and I suppose no one knows how many had been killed. A letter from Mrs. Kennedy, at Alexandria, says the arrival of an English frigate was just in time to save the town. The villages were burned and looted all around.
"The British vice-consul ascertained that the houses of Christians had been marked. The Armenians at Deurlyul were holding out and had killed 700 Muslims. The Muslims opened Poyas Penitentiary and let out 417 prisoners to assist in fighting the Armenians. Civil war seems imminent.
"Dr. Christie's school, referred to by Mrs. Kennedy, is St. Paul's Institute at Tarsus, which was founded with the financial support of Elliot F. Shepard, of New York. Dr. Christie is a graduate of Andover, Mass. Theological Seminary. With Mr. Dods at Mersina are his wife, Rev. R. E. Wilson and wife of Morning Sun, Iowa; Dr. Peoples, of Philadelphia, and Miss Elmer French, of Winchester, Kansas.

DEATHS

Austin. — At her residence, 26 Cedar street, on the 9th inst., in her seventy-ninth year, Phoebe Robertson, widow of M. Douglas Austin, and daughter of the late Robert Robertson.
Funeral on Wednesday, twelfth instant. Service at half past two.

PERSONAL

Mr. J. Sargent, of Toronto, is in the city.
Mr. R. G. Stewart, of Montreal, is in the city.
Mr. David Stinson, of Boston, is at the Royal.
Mr. A. M. Johnson, of Boston, is at the Victoria.
Rev. George Ross returned to Hampton last evening.
Mr. and Mrs. Nair, of Charlotte, are in the city.
His Lordship Bishop Casey has returned from Halifax.
Mr. F. L. Mills, of Springhill, was at the Royal on Tuesday.
Mr. W. S. Gosner, of Montreal, was at the Dufferin yesterday.
F. S. Hutchinson, of St. Stephen, is registered at the Royal.
Mr. Fred S. Bonnell came in on the Montreal express yesterday.
Mr. G. P. Harding, and wife, of Minneapolis, are at the Royal.
Miss Edna Godfrey came in on last evening's Pacific express.
Mr. Willard Kitcher, of Fredericton, was in the city on Tuesday.
Mr. E. R. Jones, of Montreal, was registered at the Dufferin yesterday.
Miss M. Chapman and Miss G. M. Chapman of Dorchester, are in the city.
Mrs. James Chase and Mrs. H. E. Gass, of St. George, are at the Victoria.
Mr. Robt. Connelly, of Great Salmon River, was at the Dufferin yesterday.
Mr. Lewis H. Bliss, of St. Mary's Ferry, was registered at the Royal yesterday.



EMERSON & FISHER, Limited, 25 Germain Street

Messrs. A. P. Tabor and C. S. Tabor, of Woodstock, were registered at the Royal on Tuesday.

Mr. James Pender and Mr. Stanley Elkin, of the Maritime Nall Works left last evening for Montreal.

Conductor J. C. Johnson, of the C. P. R., left last evening for Boston, to be present at the conductors' convention and Thursday afternoon and evening, May 12th and 13th, at 900 Princess street.

Mrs. P. E. Miller, nee Bell, will be at home to her friends Wednesday and Thursday afternoons and evenings, May 12th and 13th, at 900 Princess street.

Mr. and Mrs. G. P. Harding, of Minneapolis, are in the city visiting Mr. Harding's mother, Mrs. G. F. Harding, and will leave on Wednesday's boat for Boston.

Mr. G. P. Harding and wife, of city on the Boston express yesterday.

Mr. Josiah Fowler came in on the Boston express Tuesday.

Mr. J. B. Lambkin, assistant D. P. A. of the L. C. R. at Halifax, passed through the city Tuesday on his way from Montreal to Halifax.

Miss Minnie Gerow returned Monday from an extensive visit to Washington, New York and Virginia.

Mr. Samuel L. Gregory, of Winnipeg, is visiting his mother, Mrs. H. W. Cole. Mr. Gregory will spend the summer in the city.

The marriage is announced to take place on June 16 of Miss Clara J. Marshall, of Weymouth, N. S., to Mr. G. Bertram Hardwick, of Annapolis Royal. The ceremony will be at Weymouth at the home of the bride's sister, Mrs. C. R. Grant. Miss Marshall on several visits to St. John to her sister, Mrs. A. B. Burns, has made many friends, who will be interested in the announcement of this coming event.

Mrs. Fred D. Davidson and Mrs. M. E. Lamphier, of Boston, are at their sister's, Mrs. Jos. Dryden, Chesley street, having been called to the city by the sudden death of their father, the late Cornelius O'Leary.

Rev. R. G. Fulton, Mr. C. L. E. Miles, Mr. George McPhail, Mr. George Mavor, Mr. R. W. A. Seeley and Mr. E. L. Hagerman, members of the Woodstock Masonic lodge who were in the city to attend the funeral of the late Mr. C. J. Tabor, left for home by last evening's Montreal train.

AMHERST MAN BADLY HURT YESTERDAY

Amherst, May 11.—W. W. Black, son of the late Senator Black, and one of the best known citizens in Cumberland county, met with a bad accident this morning that will probably confine him to his house for several weeks.

While driving on Church street his horse took fright from a passing motor, driven by N. A. Rhodes, and Mr. Black turned into the grounds adjoining the Catholic church. As the horse dashed through the gate the carriage wheel struck a projecting stone and Mr. Black was hurled out of the carriage, his leg was broken in two places. The ambulance was at once called and medical aid summoned and Mr. Black conveyed to his home.

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If you haven't seen a "Sterling" one of our salesmen will be pleased to show it to you. You can see for yourself the features that make this stove the favorite it is.

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New Brunswick Southern Railway

On and after MONDAY, Jan. 4, 1909, trains will run daily, Sunday excepted, as follows:

Lv. St. John East Ferry7.30 a. m.
Lv. West St. John7.45 a. m.
Ar. St. Stephen12.00 p. m.
Lv. St. Stephen1.30 p. m.
Ar. West St. John6.40 p. m.

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enjoyed during the first four months of 1909 exceeded by far that of the corresponding months of any previous year.

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IN THE SUPREME COURT

In the matter of the Interprovincial Navigation Company of Canada Limited, and its winding up under the Winding Up Act and Amendment Act.

Upon reading the petition of J. S. Shaw McKenzie and William S. Montgomery, liquidators of the above named company in this matter, praying that a day may be fixed on or within which the creditors of the company shall send in their claims to the said liquidators, and fixing the manner in which notice of said date shall be given by the said liquidators to the said creditors I DO ORDER that the creditors of the Interprovincial Navigation Company of Canada Limited, to send in their claims to and file the same with the said liquidators on or before the first day of June A. D. 1909, and that such claims (respectively) shall be filed by the date aforesaid.

AND I DO FURTHER ORDER that notice of the date hereby fixed shall be given by the liquidators to the creditors by publishing this order as the Campbell-Liston Graphic a weekly newspaper published in the town of Campbellton, in the county of Westchester, in the least three successive issues thereof, prior to the said first day of June A. D. 1909, and in a daily newspaper published in the City of Saint John, in the county of St. John, in ten successive issues of such newspaper prior to the date aforesaid.

Dated this first day of May, A. D. 1909. (Signed) E. McLEOD, J. S. C. Arthur T. LeBlanc, Solicitor for Liquidators.



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IN THE C

Circuit Court The Circuit Court on trial of the case of 21 Lumber Co. v. Honor Mr. Justice W. Mr. M. G. Teed, K. C. Taylor appear for the Mr. H. A. Powell, K. C. A. Ewing, K. C. for

Junk Man is In the Police Court noon, Nathan Jacobs reported on April 25th Hughes for obstructing the way with a heap of junk, dollars.

Frank Danaher, who charge on May 4 by Lannon for being drunk and threatening to take home on Douglas as before the court yesterday. He was fined \$20 or jail, and in default of fine was lodged in jail two months.

Sara Lobb, who was charged for wandering about in the West side and to give a satisfactory self, made her third court yesterday afternoon \$50 or six months in default of fine, and the fine stand on condition remain at the Salviati. This she agreed to do. vation Army officials to the home. Should home with six months arrested and lodged for term.

MADE MONEY

(Sport in Dix game in America were in 1845, when a law quiring the governor appoint fish commis in 1852 these commis put in control of m Maine is well supplied and that game pays state (an estimate on about \$13,000,000 annuilion which has taken to fish and game protection dates back

THE CORNER IN

(Kennebec J As one result of th in wheat by the Chic we are given the rou taste of several thou