

The Standard

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

TELEPHONE CALLS:
Business Office Main 1722
Editorial and News Main 1746

SUBSCRIPTION.
Morning Edition, By Carrier, per year, . . . \$5.00
Morning Edition, By Mail, per year, . . . 3.00
Weekly Edition, By Mail, per year, . . . 1.00
Weekly Edition to United States, . . . 1.52
Single Copies Two Cents.

Chicago Representative:
Henry DeClerque, 701-702 Schiller Building,
New York Office:
L. Kieban, Manager, 1 West 34th Street.

SAINT JOHN, THURSDAY MORNING, MARCH 23, 1911

A QUIXOTIC DEFENDER.

The old Government of New Brunswick has at last found a defender in the person of Mr. Byrne, of Gloucester. In his speech on the Budget, delivered in the Legislature on Tuesday night, this gentleman who was elected as an Independent, but who cast in his lot with the Opposition, made the somewhat startling discovery that everything that was done prior to 1907 by the Government was exactly right and in the best interests of the Province. He did admit that the roads, excepting in Gloucester, were improved under the Hazen Administration, but this was all he admitted.

Still it is something to have Mr. Byrne make even this concession. Mr. Robinson, his leader, has owned up that the Government, of which he was a member, had not collected all the stumpage, that the old Highway Act had failed, and also that the appropriation for roads and bridges for the year 1907 was exhausted in May of that year, and that all the expenditure after that date, amounting to nearly a hundred thousand dollars, was an over-expenditure. The inquiry made into the departmental accounts after the Hazen Government came into power showed that upwards of a quarter of a million dollars beyond what the Legislature had authorized, had been expended, although the accounts, as published in the Royal Gazette, showed a surplus for the fiscal year.

All of these things and many more were applauded by Mr. Byrne, who saw no wrong in the manipulation of accounts for the purpose of deceiving the people. In his anxiety to serve somebody he actually justified the Central Railway transactions of the old Government. This was certainly going the limit, as, up to the present time, there is still a large sum of the hard cash of the Province unaccounted for, even if Mr. Pugsley's own statements are accepted as absolutely correct.

In his justification of the old Government Mr. Byrne, according to the official report, said that in 1909 the actual expenditures so exceeded the actual income that a large overdraft was necessary to meet the over-expenditures. The same thing occurred in 1910. If Mr. Byrne made such a statement it is absolutely untrue. The Hazen Government found the roads, bridges and wharves of the country in a deplorable condition when they came to power, due to the neglect of the old Government. In three years an enormous sum has been spent to do the work which ought to have been done long before, and had the Public Works Department been wisely administered, would have been done. To do this work the Government exceeded the appropriations made by the Legislature, but they did this work out of the current revenue of the Province, and without adding a single dollar to the public debt.

Contrast this method of doing the public business with that of the old Government which added upwards of a quarter of a million dollars to the permanent debt for public works, which should have been paid out of the current revenue of the Province, and then neglected half the bridges in the country. Because the Hazen Government through an honest and capable administration of the Crown Lands had the money in hand, what objection can be made to spending it to render life and limb safe on the highways and bridges of the country?

Mr. Byrne says the money was expended through the order of the Treasury Board. This is true. It was also expended under the provisions of the Audit Act which provides for just such emergencies as this. There has been no attempt to hide away these expenditures. They have been given the fullest publicity as also provided by the Audit Act, which renders it imperative on the part of the Auditor General to publish in his report all the correspondence touching such matters. The Hazen Government did right in making the roads and bridges of the country as safe as the money they had in hand would go in this direction, and even the blindest partisan will admit this.

How the money that went on the roads and bridges was obtained is told in the following paragraph from the Chatham World:

"Everybody knows that the Government has collected a largely increased amount of stumpage on the same cut. We all have personal knowledge of this 'fact' in this country. We know that some operators 'used' to pay only one-quarter to one-half of the 'stumpage,' and that they have to pay it all now. We know that the lumber merchants used to make contracts with the operators, based on the payment by the latter of only half the stumpage. On a contract 'calling' for one million, the hauler to pay the stumpage, the stumpage was invariably calculated at one-half or less than the legal stumpage."

Mr. Byrne was discreetly silent on the question of adding the interest to the temporary loans each time the Treasury notes were renewed, a system of finance that would not be endured in any country outside of Russia. Mr. Byrne was not a member of the Legislature prior to 1907, or he would have remembered that when the agricultural report showed a falling off in the production of butter and cheese in the factories of the Province the explanation made was that through the introduction of the cream separator the farmers made butter at home instead of sending the milk to the factories. Altogether, Mr. Byrne's speech was a remarkable effort viewed from any standpoint.

WORTH THINKING ABOUT.

The news that the Legislature of the Bahamas has almost unanimously invited negotiations for a union with Canada is of some importance. The Bahamas have an area of some six thousand square miles, and a population of some 70,000, of whom three thousand are whites. They are a self-governing colony, and the color line has never been drawn. It has large capabilities for the production of tropical fruits and vegetables, fibres and such like. Its climate is healthy. The products of the islands at present are subject to severe handicap in the United States by reason of high protective duties. Their distance from Europe prevents the wished for development in that direction. Practically all temperate zone food products have to be imported as well as all manufactured goods. They thus afford just such a market as Canada can supply,

and raise just such products as Canada requires, but cannot produce. They would provide a small but important tropical annex to our Northern country, and a health resort, picturesque and valuable from a sanitary point of view.

Is the project feasible provided the people of these islands are desirous of the change? As to government there would be no wrench, and little difficulty. They have now and would retain their local institutions and privileges; their governor would be appointed by the Crown in Canada instead of by the Crown in Great Britain. Their public services would have to be provided for, and herein arises the question of finances. Union with Canada would wipe out most of their customs revenue, all other sources of income would remain available and, with greater prosperity, would increase. Canada would have to provide for the deficit so created, but so had and has Canada to do in the case of every province of the Dominion. The difficulty is therefore not unusual or insurmountable. Representation in our Parliament would present no difficulty, and should they send some of their colored citizens, we are happily free from prejudices in that respect. It would entail an expenditure in money over and above the revenue obtained, but such would not be an objection in the case of the Bahamas more than it is in the case of some of our component provinces.

Altogether there is an attractive side to the proposition; it would enlarge our activities, widen our boundaries, increase our trade, and it fires the imagination. The Bahamas might be but the first step towards the consolidation of all British America under one system within the Empire. Then we should have our sufficient territorial climatic complement, and be able to temper our Northern zones with the warm breezes and sun-kissed utilities and beauties of the tropical regions. A trade of growing dimensions and tremendous future value would result. Other forms of enterprise and different capabilities in business, social and governmental lines would be drawn upon and developed, and our collective greatness enhanced.

Less than a year ago a representative commission composed of British and Canadian statesmen concluded an exhaustive examination into the possibilities of trade between Canada and the West Indies, and reported unanimously in favor of reciprocal preferences. What has become of their recommendations? Messrs. Patterson and Fielding have simply shelved the question in their eagerness to play into the hands of Mr. Taft and the other necessitous politicians in the United States. That project tending essentially to consolidation and advancement of Empire interests was not attractive to them. That form of reciprocity, being both natural and advantageous, was tabooed for the unnatural, un-British and pro-American agreement which they are now seeking to foist upon an unwilling people.

There is some reason not yet made public; some secret and binding force as yet unrevealed behind this persistent attempt of the Laurier Government to promote United States interests to the detriment of those of Canada and the Empire.

THE CHAMPION OF COMMISSION.

The possibilities for graft and mismanagement under the commission plan as exposed in Commissioner Bennett's letter from Cedar Rapids, published in The Standard, left the Times yesterday in a most unhappy position. The local organ of commission, after loudly boasting of "business methods" and the advantages of giving one man "absolute control," found itself self-confounded with evidence which, even to such a practiced prevaricator, was clearly disconcerting. The method the Times adopts to extricate its commission arguments from the wreck is ingenious, but hardly convincing. It cannot deny Mr. Bennett's statement that a commissioner was enabled to get away with \$4900 of the city's money under this superior system, but takes consolation to itself in the fact that the defaulter's relatives eventually paid up!

"The system," says the Times proudly, "that detects dishonesty and gets back the money, is what every city desires." So it comes to this, that if under this new plan of "absolute control" and no questions asked, a commissioner in St. John should take unto himself a few thousand dollars of the city's money and be eventually found out, so long as the civic treasury gets the loot back, the system is entitled to all the credit!

We rather incline to the belief that the people of St. John prefer the present form of government under which, as The Standard pointed out yesterday, misappropriation of public funds and dishonesty in the public service are made impossible. A system which prevents defalcations of any kind seems to have some distinct advantages over one which depends for its vindication on the sympathy and liberality of a defaulter's relatives.

The odds under commission appear to be distinctly in favor of the grafter. The Standard, perhaps, should not attempt to combat the superior knowledge of the Times regarding the possibilities of this lucrative profession, but that is our opinion.

AN IMPARTIAL TRIBUNAL.

The executive of the Citizens' Committee object to the appointment of a Royal Commission to frame a charter after the people by their votes at the plebiscite have decided on the future system of government.

If the speakers put forward by these gentlemen to advocate a commission had shown any inclination or ability to give the electors a few details of their plan as it would affect St. John, there might be some grounds for an objection from their standpoint. For the ever-increasing number of citizens who see the weaknesses of commission government, and believe in retaining, with certain reforms, the system under which St. John has prospered, they are clearly not entitled to speak.

The Common Council, in spite of some delusions to the contrary, still retains the right to legislate as it sees fit in the best interests of the community. If a Royal Commission is appointed it will give due consideration to all details affecting civic government in the future, and, under existing conditions, no better method than to leave these important questions in the hands of an impartial tribunal composed of leading citizens could possibly be devised.

Current Comment

(Toronto Mail and Empire.)

One of the United States papers published in Toronto has just suspended a series of articles asking the farmers to believe that reciprocity will give them more for their products, in order to commence another series designed to prove that butter, cheese, eggs, fruit and all other produce will be cheapened by the bargain. Any Yankee papers are brazenly impudent. They seem to look upon Canadians as altogether lacking in intelligence.

(Ottawa Free Press.)

Governments in this country spend hundreds of thousands to teach the farmer how to raise colts and calves and pigs. Not a dollar is spent to teach the mother how to rear her young. The light seems to be breaking, however. Among the suggested remedies are stricter sanitary regulations, the registration of all births, and the education of the mother. The greatest need seems to be the education of the mother.

CORRESPONDENCE.

To the Editor of The Standard:
Sir—The papers which are advocating the commission form of Civic Government have made the statement again and again that the laboring classes are represented on the Citizens' committee. I feel to see that they have any representation at all, at least according to the executive committee. Looking down the names today I find the great majority are large property owners which cannot very well represent the working men of St. John.

If the working men had their share of the representation, we ought to have at least eight members on that committee of ten, whereas I do not see that we have anyone who can represent the great mass of laborers and mechanics that are to be found in this city. We have four fifths or more of the electors, but have not got one fifth of the representation. When I see bankers and lawyers at the head of affairs, I cannot believe they are fighting the cause of the worker. It is all very well to say we want "business methods" adopted in our city council, but some of us know only too well what those business methods have been, low wages for the workers, bad and stifling workshops to work in, bad sanitary arrangements and a great many other evils in order to give the so-called business men a good surplus of profit. Working men; study the methods these men have used upon you to their mills, mines, factories; then ask yourself if you want a business man's government.

I would ask my fellow working men to ask themselves the question: Will the commission system give us better housing conditions? Shorter hours of labor and a bit more of the product of our labor? If so, then by all means vote for it, if not, then stick to the present system until we have got an intelligent electorate, that system will be good enough then to carry out the will of the people.

I think the commission system would give the profit mongers and dividend hunters a good opportunity to get hold of the City's land as your editorial last week pointed out very clearly. Well might they say "We want someone whom we can do business with; We want someone over our real estate." The City will not own much real estate if some of the commission advocates get control, they will let it go to their friends at a very cheap rate.

A recent issue of the Evening Times contained a letter from one of the commissioners complaining that none of your correspondents sign their names and the fact is sign his name, hiding behind the executive committee. Doesn't he know that we are living in an age of persecution, that many many working men continually have to prostitute their minds in order to get a living, and sometimes even editors cannot say what they think.

Let me again say, writer says, "No citizen of any repute has had courage to show himself as being against the commission system." What does he call repute? I suppose a man who has worked hard for ten hours in a mill or factory to-day would not be considered a citizen of repute; The Telegraph and Times has only put one side before the electors. Why don't they print letters for and against the commission system?

In conclusion Mr. Editor, have the Citizens' Committee given us the guarantee that the property qualification will be abolished?

Yours very truly,
Another Working Man.

To the Editor of The Standard:
Sir—In my copy of your journal of this date, I observe a reference to the International Railway in which there appear two inaccuracies and which I trust you will allow me as an official of the said railway, to correct, as I will assume the inaccuracies or misstatements occurred through inadvertence or haste.

First, the statement that the office of the freight and passenger agent is in Mr. Pugsley's own office in St. John is not true and might be misleading. The said office is in its own department in the building corner of Canterbury and Princess streets, separate and distinct from any other office. It is in the Pugsley building, it is true, but separate and distinct as are the law courts, Judge's chambers, law library and various other offices in said building, commodious and excellently arranged, as I may be permitted to state, that building is.

Secondly, the paragraph reading: "Finally after some eleven years Mr. Malcolm has succeeded in getting 112 miles of railway construction, AND IT IS RUNNING AFTER A FASHION (his capitals are mine). In justice to Mr. Malcolm whose splendid courage and perseverance carried him through the years of trial and difficulty and at last crowned his labors with success, I honestly believe that you should have added one word and had the line read, 'After a good fashion.' Fair play is bound to play and should be the standard even in politics. It is unfair to have slurs cast at the International Railway. It has been unusually well constructed and since its opening, December last, has been operated in a remarkably regular and satisfactory manner in every particular.

In conclusion I cannot do better than refer your readers to the advertisement in its proper place in your columns, wherein is set forth a general description of the railroad's service, connections and time table.

Yours respectfully,
R. B. HUMPHREY,
Freight and Passenger Agent,
International Railway.

CHINA FAMINE FUND.

Already reported	\$386.43
Per J. H. Walker	1.00
S. D. Crawford	1.00
A. Fried	1.00
Rev. J. H. A. Anderson	1.00
Per F. W. Munro	2.00
A. E. Hawes	2.00
Per The Daily Telegraph	2.00
George W. Parker	2.00
Mrs. G. W. Parker	2.00
St. John W. C. T. U.	5.00
Mrs. Allan Croft	2.00
Per Rev. F. S. Porter	2.00
Primary Dept. Germain St. Baptist Sunday school	1.19
Per Rev. Dr. Williams	2.00
Willing Workers Germain St. Baptist church	5.00
Joseph Allison	26.00
	\$418.12
Already remitted	286.43
Balance on hand	\$131.69
J. CLAWSON, Treasurer, 23 Wellington Row.	

Acknowledgment.
The management of the Seamen's Mission desire to acknowledge the sum of \$10 from Puerin Fulton of the

Ladies' Fancy Collars

A large assortment of the very latest styles just arrived.

25c. Each

E. O. PARSONS,
West End

Merchants:

WE CAN SUPPLY YOUR WANTS IN

Ladies' Neckwear,
Frillings, etc.

Orders Received One Day Out the Next

A. J. SOLLINGS & CO.
Mfg. Neckwear, etc.
71 Germain St.

We Have Not Pushed Our Advertising Lately

as we have been crowded to our full capacity. Changes to take place in a few days will make room for some additional students.

First come, first served. Catalogue on any address.

 S. Kerr,
Principal.

CLAM AND FISH CHOWDER

made with the choicest potatoes, spiced onions and freshest pork, served daily at

J. ALLAN TURNER'S
12 Charlotte Street
Phone 1049.

Herring

No. 1 Rippling and Shelburne Herring in Bala, and Half Bala. JAMES PATTERSON,
19 and 20 South Market Wharf,
St. John, N. B.

Canned Blueberries

Pumpkins and Plumes 10c a can. Take the place of apples for making pies, etc.

At Chas. A. Clark's
Phone 803. 18 Charlotte St.

Oranges! Oranges!

Landing, one car of Oranges, "QUAIL" BRAND

A. L. GOODWIN,
Germain Street.

LIME, PLASTER, CEMENT, BRICKS, HAIR, PIPE

Price Low.

GANDY & ALLISON
16 North Wharf

Chairs Recaned

L. S. Cane Only
Best results if done NOW.

DUVAL'S, 17 WATERLOO STREET.

Everything in Wood

—FOR—

Building Purposes

A. E. Hamilton, Ltd.

Ring up Main 1900-11
G. W. WILLIAMS,
18 Waterloo St.

Have your Heating and Plumbing put in shape for Winter.

S. S. Cassandra, being part proceeds of concerts given on last westbound voyage; also Mrs. G. Wilford Campbell, special efforts, \$52.00.

FERGUSON & PAGE, Diamonds, Watches, Jewelry, Etc.

41 King Street.

NA-DRU-CO DYSPEPSIA TABLETS

correct sour stomach and heartburn—cure indigestion and dyspepsia—set your stomach right again. 50 cents a box at all druggists.

National Drug & Chemical Co. of Canada, Limited

Loose Leaf Binders

With a large and complete stock of Binder Irons and New Machinery we are now ready to make any style or size. Loose Leaf Sheets ruled and printed to any pattern.

See our Peerless Loose Leaf Ledgers. They are the best at the prices.

BARNES & CO. LIMITED
84 Prince William Street.

The New St. John Needs Better Government

Electors of St. John:
Ladies and Gentlemen—The city of St. John is steadily growing in importance as a railway terminus and steamship port. More and more attention is being given to the question of supplying cheap power and getting more and larger industries. The city is growing and will grow more rapidly from year to year. There will be many important matters to be dealt with by the civic authorities, calling for the most careful treatment in the interests of the taxpayers.

It is therefore of the greatest importance to have a system of city government which will give prompt, intelligent and consistent attention to all questions involving the interests of the citizens.

The present city council system is too cumbersome and unwieldy. The commission plan places the responsibility upon a few men, requires them to meet daily and attend promptly to the city's business, and is the best guarantee that there will be no sacrifice of the interests of the public.

(Signed) CITIZENS' COMMITTEE.

To Pond and Raftsmen

We Have a Few Pairs of

OIL GRAIN BOOTS of our own Make

18 in. Legs, Heavy Bottoms for Corks

\$5.00 Per Pair

SINCLAIR'S, 65 Brussels St.

Black Kidney Potatoes

New Bermuda Onions

New Maple Candy

F. E. WILLIAMS CO., LTD.

Greater Speed Greater Accuracy

UNDERWOOD

THE MACHINE YOU WILL EVENTUALLY BUY.

The New Brunswick.

United Typewriter Co., Limited,

ST. JOHN, N. B.

Extraordinary Phonograph Bargains

To enable us to take better care of our rapidly growing engine and under supplies trade, we are closing out our entire line of phonograph goods, and as we need the room at once, are offering bargains never before heard of in this class of goods.

MARITIME PHONOGRAPH CO.

GEORGE J. BARRETT, Prop.

HUTCHINGS & CO.,

BEDDING MANUFACTURERS

WIRE MATTRESSES, MATTRESSES,

IRON BEDSTEADS, FEATHER

PILLOWS etc.

WHOLESALE and RETAIL

101 to 105 Germain Street.

Buy a Typewriter

ON THE INSTALLMENT PLAN.

Mark this:—I will give a free trial of the Empire for one week, and then sell it to you on the following terms: \$60.00, or 5 per cent. discount for cash, or at \$10.00 per month. Write, call or telephone, Main 652.

FRANK R. FAIRWEATHER, 12 Canterbury St., St. John, N.B.

Special

Second

MARCH 10TH

British

Pacific

See Local Agents

EAS

S. S.

Reliable and

ST. JOHN

St. John to Boston

St. John to Portland

State Rooms

Communications

Steel Steamship

Complete Wireless

Leave St. John

for Eastport,

Boston.

Returning, leave

ton at 9.20 a. m.

p. m. for Lubec, E.

City Ticket Office

L. R. THOMPSON

WM. G. LEE,

FICKFORD

ST. JOHN, N. B.

S. S. Luristan

Bermuda, St. Kitts

Barbados, Trinidad

S. S. Osamo sa

muda; Montserrat

cent, Barbados,

S. S. Sobu sail