

THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, AUGUST 26, 1912

The Evening Times and Star

ST. JOHN, N. B., AUGUST 26, 1912.

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GOOD ROADS

The New Brunswick Automobile Association has made a practical suggestion with regard to raising funds to make a beginning in the work of building permanent roads in this province. Some such action is imperative. Partly because of the very weather, but chiefly because of a lack of system, the roads of the province this summer have been in worse condition than for very many years, and the people should insist upon an improvement. The remedy that is needed is the adoption of a policy for the construction of permanent roads. The city of St. John wasted money for very many years before the people became convinced of the wisdom of a policy of permanent street paving, but now there is no question at all regarding the value of this policy. It will be so in regard to the roads of the province when a permanent roads policy has been put into effect.

The Times recently called attention to the fact that in the state of Maine the people are to vote on the question of a two million dollar bond issue for permanent road work. The Bangor Commercial says that this plan is being supported by men of both political parties, and says further—

"From the automobile association arises the clamor for an improved condition, while in connection with a series of grange field days being held throughout the state this month the able head of the extension department of the University of Maine is putting before the large gatherings the economic side of the question from the farmer's standpoint in a most convincing manner."

The state of New York has voted to expend \$80,000,000 in perfecting her highways, and to follow that by the expenditure of another \$80,000,000. The states of Massachusetts and Rhode Island have spent enormous sums on permanent highways. Many of the great railway systems of the United States are encouraging the making of better highways, for the purely practical reason that good roads mean more traffic for the railways. The Bangor Commercial says—

"When Rowell P. Flower was governor of New York he was in the habit of saying that for every dollar expended for making a good road, the community would get ten dollars back in a year. He was able to explain to the farmers that wear and tear on their horses and wagons by bad roads represented a depreciation each year far greater than any taxes paid for care of highways."

Of the great change in public sentiment that has come about in the United States in recent years the Commercial says—

"A few years ago only two or three educational institutions paid any attention to highway engineering. The automobile has served greatly to stimulate construction of good highways, but farmers and villagers are beginning to realize that good roads mean much more than convenience or comfort for automobiles. They mean great economies for farmers and those who live in suburbs. This is probably why there are now 80 colleges which give special training in highway engineering. In most cases this department is an incident in training of engineers. But it is now realized that all over the United States demand has arisen for construction of perfected highways, which will lead to training a sufficient number of engineers to make it possible to meet demands for good roads from all parts of the country. Such gatherings as the American Road congress to be held at Atlantic City in October will bring to the attention of young men the really great chances for expert highway construction. The universities will send delegates to the road congress. These instructions are convinced that the universities will graduate, in a few years, thoroughly equipped highway engineers. These men will put an end to the haphazard supervision of construction and maintenance of roads, which resulted frequently in yearly depreciation of money invested in large percentage of money invested in the roads."

Let us not forget, in our efforts to attract new settlers to New Brunswick, that one of the things which will encourage them to remain as settlers in country districts will be good roads in those districts. The time for patching and mending notorious bad roads has passed. This province needs the work of highway engineers, backed by sufficient funds to make a substantial beginning of a system of permanent roads.

BUILDING AND REAL ESTATE

The last two years have witnessed a very substantial growth of activity in the building trade in St. John. The value of building permits issued last year was nearly three times that of 1910, while the present year shows a large increase over 1911. The citizens are naturally gratified at the healthy change in conditions, the more so that they have the assurance of continued growth for years to come. But the rate of progress is really very modest when we make comparisons with Montreal, Toronto or Winnipeg. Take Winnipeg, for example. Building permits there for this year have already passed the \$15,000,000 mark, and are expected to reach \$20,000,000 before the end of the season. The largest permit for the last month was for the new law courts to cost \$1,000,000. Plans have been submitted for a thirteen-story office building to cost \$800,000, and to be the finest in western Canada.

St. John people are gratified also at the improved value of real estate and the interest that is shown by outside investors. Now and then a fear is expressed that

prices may go too high. Consider Winnipeg again. A lot having 66 feet frontage on Main street, Winnipeg, recently sold for \$200,000; another having 70 feet frontage brought \$119,000. A record of recent sales shows prices ranging from \$1,000 to \$6,000 per foot frontage. One property that was sold for \$50 per foot in 1902 was recently sold at \$1,150 per foot. Among acreage sales reported is one of twenty-one acres for \$80,000, while \$1,000 per acre was paid for 125 acres, and \$140,000 for a farm of seventy acres. These farms are on avenues leading out of the city. The prices paid make those which prevail in St. John and its neighborhood appear extremely moderate.

AFTER THE MIDDLEMAN

Here are some figures on the progress of the co-operative movement in the American northwest—

"Fifty-five co-operative stores in Minnesota, 75 in Wisconsin, twelve in the Dakotas, three in Washington, and one in Illinois are doing an annual business of approximately \$7,000,000. The total capitalization in \$100 shares is around \$2,000,000, held by approximately 15,000 men and women. And the profits divided last year amount to more than \$600,000—a net saving of about 8 per cent. on the entire purchase of more than 20,000 families; for every share of stock represents at least one family, and the proportion of customers who are not stockholders is considerably more than one-third."

Referring to co-operation in Denmark, Mr. Frank Parker Stockbridge, in the World's Work quotes from a report which shows that co-operation and education have raised that country, in less than a century, from the most impoverished nation of Europe to a population of two and one half millions, with \$250,000,000 in their savings banks, that 80 families out of every 100 own their own farms; and that the nation exports more than \$60,000,000 worth of butter, eggs, and meat every year.

Co-operation among farmers and fruit growers is making some progress in these provinces; and co-operation among consumers is making headway in the mining towns of Cape Breton. The aim in all cases is of course to eliminate the profits of the middleman; but he is so convenient that many people cheerfully pay the score rather than make the effort to unite against him.

The remarkable tributes paid to the memory of General Booth reveal him as one of the great men of his time, whose career has stirred alike the generous feelings of prince and pauper.

The man who sold the wood alcohol which killed eleven Russian laborers and blinded the twelfth no doubt made considerable profit on the sale. From his standpoint that appears to have been all that was necessary. It was purely a matter of business. But he is a murderer none the less.

President Taft has signed the Panama Canal bill, and asserts that it is not a violation of treaty rights. In that assertion he is not endorsed by some of the ablest minds in the United States. The president does not deny that treaty rights must be respected. He denies that they are violated. It will now be the task of other nations to convince him and the American congress that their view of the matter is not the right one. The whole question has thus far been discussed with moderation. The most bitter things said about congress and its action have been said by Americans.

The publishers of Birmingham are said to have been highly pleased by a sermon preached to them by the Bishop of that diocese. He is described in the despatch as "a pronounced though very sensible 'totalitarian,'" and in his sermon deplored the lack of discipline, which he said they must have noticed in their public houses. The man who took glass after glass was a slave. He lacked discipline. We are told that his hearers applauded the Bishop. It will be observed that he did not say that the man who kept serving glass after glass to the aforesaid slave needed any discipline. Possibly if he had there would have been less applause. As it was, if the report of his remarks is correct, it was easy for the listeners to throw all the blame upon the "slave" who needed disciplining, while they absorbed the profits.

The new boy at school got up very early this morning. He was about to enter upon a new experience in life, and perhaps he dreamed about it. We all have a degree of sympathy with him, though some of us have but a very hazy recollection of our first day in school. Anyhow, it was different then. Some of us sat in a school room where the desks extended around the walls, and the seat was one long bench, over which both girls and boys had to lift their feet now time they took their place with their backs to the centre of the room, or rose to join their classes. Perhaps there was, in winter, a square box stove in the centre of the room, with a broad patch of ice on the ceiling over it, where the contents of ink bottles went when the owner did not take the precaution to draw the cork before placing the bottle on top of the stove to thaw out the contents. On the whole, the new boy of today has some advantages, but perhaps he does not get any more fun out of it.

DICKENS IN CAMP

(By Bret Harte.)

(The following poem is founded on a simple incident in a California mining camp where rough miners once listened, spellbound, to the reading of Dickens' story of the death and burial of Little Nell. The Kentish hills are in Kent, England. The Sierras are the Sierra Nevada mountains, so called by the Spaniards. The word Sierra means a "saw" and also a ridge of mountains.)

Above the pines the moon was slowly drifting.
The river sang below;
The dim Sierras, far beyond, uplifting
Their minarets of snow.

The roving camp fire, with rude humor,
And cards were dropped from hands of listless leisure,
The ruddy tints of health
On haggard face and form that drooped
On faded members.

In the fierce race of wealth;
Till one arose, and from his pack's scant treasure
A hoarded volume drew,
And cards were dropped from hands of listless leisure,
To hear the tale anew:

And then, while round them shadows gathered faster,
And as the firelight fell,
He read aloud the book wherein the master
Had writ of "Little Nell."

Perhaps 'twas boyish fancy—for the reader
Was the youngest of them
But, as he read, from clattering pine and cedar
A silence seemed to fall;

The fir-trees, gathering closer in the shadows,
Listened in every spray,
While the whole camp, with "Nell," on English members,
Wandered and lost their way.

And so in mountain solitude—o'er-taken
As by some spell divine—
Their cares dropped from them like the needles shaken
From out the gusty pine.

Lost is that camp, and wasted all its fire;
And he who wrought that spell?
Abl! towering pine and stately Kentish
Sure ye have one tale to tell!

Lost is that camp, but let its fragrant story
Blow with the breath that thrills
With hope-vine's incense all the pensive
That fills the Kentish hills.

And on that grave where English oak and
And the laurel wreath entwines,
Deem it not all a too presumptuous folly,
This spray of western pine.

LIGHTER VEIN

"What a lot of style the Browns are putting on!"
"Yes, and what a lot of creditors they are putting off!"

Physician—What's your profession, sir?
Patient (pompously)—I'm a gentleman, sir.

Physician—Then you'll have to try something else; it doesn't agree with you.

"Your head," remarked the garrulous barber to the Irishman in his chair, "is twice as large as mine."

"But I suppose that head as you're do be big enough for you?" said the genial son of Erin.

"Why, certainly," said the tonsorial artist.

"My dear," continued the Irishman, "p'wair the use as a man havin' a big shunk when he hasn't any clothes to put in it?"

First Suffragette—If we want to get the young Irishmen out of the country, we must have something to attract them.

Second Suffragette—Which would it better be? Refreshments or men?

The struggling lawyer (pompously)—Anything unusual happen while I was out? Office boy (after some thought)—Yes. There wasn't any debt collectors called.

HOW VERY SAD

Seated at little tables in an old-fashioned coffee house were a number of honest workmen, partaking of their humble dinner.

Presently there entered a poor, haggard woman who was bitterly weeping and who looked the picture of misery.

"My dear," sobbed the Irishman, "he's just been run over and killed."

"They were only hard-working mill hands, but their hearts were touched, and soon the hat was being passed round among them for the benefit of the afflicted woman."

"And how old was she?" asked one of the sympathizers.

"Five years," came the answer; "and I'd had her ever since she was a kitten."

DREARY GLASGOW SUNDAY

Dr. Andrew Wilson, who has been discussing the Sunday observance question, stated a good story about Sabbath-keepers north of the Tweed. It was told him by the late J. L. Toole, in reference to what Glasgow people called "a dreary Glasgow Sunday."

Toole, quitting his hotel one fine autumn morning, was sauntering round George Square, when a constable approached, and, eyeing the visitor, said—"Ye had better tak' care, sir, what ye're doing."

"What am I doing?" asked the comedian, and, with a wink, responded the Glasgow man in reporting tones, "but ye're lookin' almost as happy as if it were Monday!"

See page 3 for Watson's One Cent Sale Ad.

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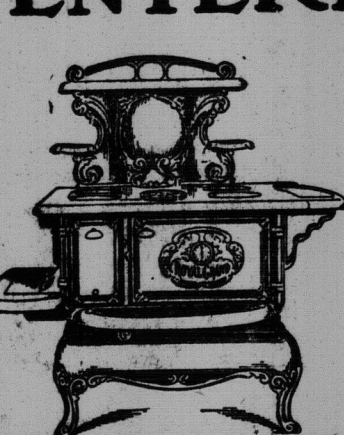
is nearly here. Are you "fixed" for it? If not, you'll find all the "fixins" at our store.

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Colwell Bros. 41 to 63 Peter St.

CANAL BILL

IS SIGNED BY THE PRESIDENT

Taft Declares United States Has Right to Favor Its Own People in Matter of Tolls

Washington, Aug. 24.—President Taft signed the Panama canal bill at 7:15 o'clock tonight. Following this he sent to congress a memorandum suggesting the advisability of the passage of a resolution which would declare that this measure was not considered by this government a violation of the treaty provisions regarding the canal.

In discussing the British protest against the exemption of American shipping from the payment of tolls for the use of the canal, Mr. Taft says the irresistible conclusion to be drawn from it is that "although the United States owns, controls and has paid for the canal, it is restricted by treaty from aiding its own commerce in the way that all the other nations of the world may freely do."

"In view of the fact," Mr. Taft continued, "that the Panama canal is being constructed by the United States wholly at its own cost, upon territory ceded to it by the republic of Panama for that purpose, and that unless it has restricted itself, the United States enjoys absolute rights of ownership and control in concluding the right to allow its own commerce the use of the canal upon such terms as it sees fit. The sole question is: Has the United States (by the terms of the Hay-Pauncefote treaty) deprived itself of the exercise of the right to pass its own commerce free, or to remit tolls collected for the use of the canal?"

The president points out that the rule specified in the article of the treaty which is made the basis for the British protest was adopted by the United States as the "basis of the neutralization of the canal and for no other purpose."

All Treated Alike, Excepting Americans.

This article, he further says, "is a declaration of policy by the United States that the canal shall be neutral, that the attitude of this government towards the commerce of the world is that all nations will be treated alike and no discrimination made by one of them observing the rules adopted by the United States. In other words, it was a conditional favored-nation treatment, the measure of which in the absence of express stipulation to that effect, is not what the country gives to its own natives."

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but the treatment it extends to other nations.

"Thus it is seen that the rule are but the basis of neutralization intended to effect the neutrality which the United States was willing should be the character of the canal and not intended to limit or hamper the United States in the exercise of its sovereign power to deal with its own commerce using its own canal in whatever manner it saw fit."

The president argues that if there is nothing in the Hay-Pauncefote treaty preventing Great Britain or other nations from extending favors to their shipping upon the canal, and if there is nothing in the United States any supervision over or right to complain of such action, "then the British protest leads to the absurd conclusion that this government is constructing the canal, maintaining the canal, and defending the canal, and yet is forbidden to aid its own commerce in its own way, while all other nations using the canal in competition with the American commerce enjoy the right and power unimpeded."

"The British protest, therefore, is a proposal to read into the treaty a surrender by the United States of its right to regulate its own commerce in its own way and by its own method, a right which neither Great Britain, herself nor any other nation that may use the canal has surrendered or proposes to surrender."

NOVA SCOTIA LABOR TROUBLES

Halifax, Aug. 25.—The miners of Spring Hill at a meeting last night decided to ask the government for a board of conciliation. They want an increase in the pay of the day men. The more highly paid labor is to create the working hours of children. The last Indian inquiries proved that in Nova Scotia and Bengal the factory law was practically a dead letter, and that from 30 to 40 per cent. of the half-time staff were under nine years old (nine is the legal age) while many children of six and seven were working seven and eight hours daily in the Bengal jute mills.

INDIA'S CHILD TOILERS
The Bombay correspondent of the London Times reports that one of the principal provisions of the rumored compromise between the government of India and the owners of the jute and cotton mills over the Indian Factories bill was to increase the working hours of children. The last Indian inquiries proved that in Nova Scotia and Bengal the factory law was practically a dead letter, and that from 30 to 40 per cent. of the half-time staff were under nine years old (nine is the legal age) while many children of six and seven were working seven and eight hours daily in the Bengal jute mills.

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and was taken into E. Clinton Brown's drug store, where his injuries were attended to. Later he was taken to his home.

Titus Uke of the interior department Washington, D. C., was in the city yesterday after touring Nova Scotia studying plant life there.