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SAINT JOHN, FRIDAY MORNING, MARCH 26, 1909.

MR. FLEMMING'S SPEECH

The address of the Provincial Secretary, of which the official report is printed by The Standard today, is commended to the consideration of those who have read the Opposition criticism Mr. Flemming is a man who does not waste words. He has dealt briefly, but comprehensively, with the statements of Mr. Mckeown, Mr. Twee dale, Mr. Labillois, with other careless and badly inform ed members, who make assertions first, and unhappily tributed to Mr. Flemming's triumphant vindication. The provincial secretary must be disposed to thank them for making his work so easy, and for giving him a chance to compare his administration with their own

THE SIZE OF THE LOG.

It is not a fact that the Surveyor General is decrea size of logs allowed to be cut on Crown lands. On the contrary the operators will work under closer On the contrary the operators
restrictions than they have in the past. What appears
on the surface to be a lowering of the standard is the establishment of a standard.

The former regulations limiting the cut to logs 18 feet long and 10 inches at the small end were a dead Mr. Grimmer reports that one large lumber op on Crown lands told him that he never observed it, and neither had his neighbors, and that it has standard. Of course this would be known to the Department, just as the Department knew that operators were charged with only a mere fraction of their stumpage There was therefore in fact no standard at all in prolog 16 feet long, and 9 inches at the top. This may be smaller than it ought to be, but it is a restriction and it will be enforced, and is therefore an improvement on the old methods.

Mr. Grimmer is establishing law, order, and justice He found anarchy, uncertainly, unfairness and spoila-tion of public property. He found the officers of the ing, arbitrary dues on Crown land operators, dispisin

help themselves to timber on such arburary and shifting terms as might suit an emergency, or be reached by private understanding. When a scaler reports on man's cut at three and a half millions, and the opera tor himself afterwards admits that he has taken over welve million feet, we may judge of the character of Department. For it is certain that the scaler merely carrying out the directions of their su the Department. periors, and the Government itself was a party to th conform to the nine inch standard. It need not be supposed that all operators got off with one third of their dues, or that because one lumberman was favored with a gift of \$10,000 a year from the treasury, all lum bermen were so treated. The system of official anarchy enabled ministers to grade their favors according to the political merit of the individual candidate for lic benefaction. It afforded a convenient methodisting political scores and individual claims. parable of the dishonest steward, who purchased private hospitality by compromising the claims of his employed

may have had its modern application in this prevince.

This has come to an end. Regulations are modern imposed for the intimidation of the independen and the contempt of the complaisant. If the stump age rate is one dollar, friendly operators will not get of with thirty cents. If the standard size is nine inche lumbermen will not make contracts for eight incher Mr. Grimmer finds that there are limits where the appl cation of the old rule would drive men out of business rie does not therefore authorize these men to break th law, so making himself a serious offender, but makes a rule under which lumbermen may do business. Thus the operator has by right what he formerly had by favor illegally conferred; and what one cation of the old rule would drive men out of busin

man gets, all get.

In short Mr. Grimmer proposes to treat all men alike. He does not go to Turkey for his methods, and to the unjust steward for his morals.

POSTPONED ELECTIONS

resolution, though it was admitted that his arguments were sound. It is however, hardly likely that either Yale or Kootenay will see another deferred election.

This change will not be brought about by the Burrill argument, but by the Burrill and Goodeve vote. The sturdy miners and ranchers of the West have a strong sense of fair play. They saw that the deferred election system was a loading of the dice, and their manly instincts revolted against this method of stealing a verdict. So in spite of the return of the Laurier Government, and of the threats that there would be no public money if Burrill were elected, the people voted for Burrill. His majority was nearly a thousand. Mr. Goodeve farednearly as well in Kootenay. The Government will prebably be convinced by these arguments. What is the good of loading the dice when they fail to perform their duty?

Four years ago this same Mr. Burrill contested Yale with the same Mr. Ross whom he defeated last year. Mr. Burrill, who is one of the most popular and most brilliant public man in the West, would have been sure of election had the polling not been postponed, as it was he was defeated by a small vote, for the electors were not then so strongly impressed with the meanness of the thing as they are now. Henceforward the postponement of the Yale polling will decrease the chances of a Government candidate.

Perhaps on the whole it would have been as well had the Government allowed a fair chance to Mr. Bur-

Perhaps on the whole it would have been as well had the Government allowed a fair chance to Mr. Burrill in 1904. Had he been elected, Mr. Ross would not have been in the House in 1907. Then Mr. Ross would not have rudely and impudently interrupted Mr. Fow ler, and there would have been no retort from the mem ber for Kings. The "women, wine and graft" episode would not have occurred. Mr. Bourassa would have been without his text, and the press would have had les to say. Mr. Emmerson's libel suit would not have been instituted, and he might be minister of railways today out a seat in Parliament, since he required a portfolio to elect him and no one can guess to what party he would now have belonged.

THE AYLESWORTH DITCH.

An extreme type of political public work is the New ket Canal, or "Aylesworth Ditch." It is suppose to connect the town of Newmarket in Mr. Aylesworth's the Holland River a part of the way. For the remainde of the route there is no natural waterway and it is no known where the water will come from to fill the ditch Newmarket is a town of 2,000 population. There is a other on the route of the canal and no population who it will benefit except those engaged in its construction Mr. E. B. Osier of Toronto speaks with intimate knowledge of the country. "There will never be a ton of freight up or down this canal" he says. "It is absolutely and entirely useless." He added: "there is one boat on Lake Simcoe, and that is an old passenger boat, which now and then carries an excursion party around the lake When that is worn out it will never be replaced.

The resolution condemning this waste of money wa moved by a member for the county into which the ditch is dug. One of the members for Simcoe, which is the oth er county supposed to be interested, declares that New market could not possibly supply more than 20 tons o freight per day to the canal even if it were a great st

This alleged canal is estimated to cost \$1,200,000. Tha is the Government forecast, when only \$200,000 has been expended. The original Government estimate of the to tal cost was \$291,000. It seems likely that the figure will be raised to \$2,000,000 when the job is done.

There is no decent justification for this expenditure It is pure waste. The Minister of Railways admits that his department has no estimate of the quantity of traffic or of its nature or origin. The defences or excuses give he work should not now be stopped; second, that ther were Conservatives in a Newmarket delegation which first asked for the canal. It is said in reply to the las excuse that this delegation only asked for the depenin of the Holland River at a cost of \$50,000 or \$60,000.

The whole affair is a joke in the Counties of Simon

and York, and even in Newcastle they do not take seriously, though they welcome the expenditure of mor Possibly the contracts got a few votes for M Aylesworth, but these will cost the people of Canada a least \$100,000 each. And here is Dr. Fugsley explaining that he cannot carry out his election promises something has happened to the revenue.

A PROSPECTIVE NAVY.

en on board, and travels 150 miles steered by the cap ion, the craft must be regarded as a going concern count Zeppelin's ship is operated by motors of 145 horse ower, and is over four hundred feet in length. She may well be regarded as the beginning of a German airy navy considered in that light it becomes necessary for Great Britain to apply the "two power" programme, and con-sider whether two air ships of this class can be procured o grapple with this one in the central blue. The matter s brought within the range of practical consideration and experiment. A ship which can carry two tons

The law of gravitation, which is against her in respect to ements, works in her favor in discharging
Distance upward is no barrier. The high r the ship sails, the safer she is from her enemies be r the ship sails, the safer she is from her enemies beow, and the greater the momentum of the bomb she disharges. There is infinite possibilities of anxiety and
enterprise in this new area for militant movements. Batties by sea and land are familiar. Battles in the air are
as yet reported only in novels. It is true that the balloon has been used by the intelligence departments, notably in the Franco-German war. But the air ship is anther story. The next heave Tribunel way be saled to bly in the Franco-German war. But the air ship is another story. The next Hague Tribunal may be asked to impose conditions and limitations on this kind of war-

Martin Burrill, M. P., for Yale Cariboo made a strong argument for simultaneous elections when he addressed the House of Commons on the subject last week. We profess to have this system in Canada, but if is varied by deferred polls in certain districts, including three in British Columbia. Mr. Burrill holds that this discrimination is unnecessary and unfair. The constituencies which vote after the issue is deefded do not have their legitimate agare in the decision. It has always been understood that they are to go with the Government and that gives a sanguine ministry an interest in postponing the vote.

Mr. Burrill showed that the postponement in Yale-Cariboo and Kootenay was without excuse. It was purely a matter of unfair party tactics. In his riding the Government campaign, after the general voting was over, resolved itself into an appeal to support the Government, and thus get large expenditures of public money. This case was presented to the electors by the Cabinet ministers in the most direct and corrupt way, while the Government candidate went about the settlement with no canvass but threats and promises.

The Government majority voted down the Burrill is a strong to the constituencies of the Christian faith.

The ANDOVER CONFESSION.

The Victoria County tragedy enters a new and more terrible phase by the alloged confession of one of the concept some further sugged confession of one of the constituencies in the must age along the set persons hitherto unsuspected. As yet, it is not fair to accept this as a genuine confession, or to assume that all those persons were engaged in such a sorrible phase by the alloged confession of one of the constituencies which was a senuine confession, or to assume that all those persons where engaged in such a sorrible phase by the alloged confession of one of the constituencies which and in the senue that all those persons where engaged in such a sorrible phase by the alloged confession of one of the valence persons the such as a genuine confession, or taken the set and

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ST. JOHN RIVER ICE SOLID ABOVE BOAR'S HEAD; BOATS RAPIDLY GETTING INTO SHAPE

Along the front of Indian Town harbor the present is one of the heaviest seasons of the year, although it is not apparent in an external examination. Inside of every one of the river steamers a crew of men is at work overhauling the machinery and painting the boats throughout. Each of the companies is planning to carry on a business during the coming season will be in command.

The Fredericton Route.

Also on the Fredericton route will be the Victoria of the Star Line, which will alternate its sailing days with the Elaine. Capt. Perley will handle the big boat. The Majestic will be placed again on the summer resort route in accommodation of the townspeeple who journey up and down to the summer places mornings and their summer places mornings and the properties of the star Line, which will alternate its sailing days with the Elaine. Capt. Perley will handle the big boat. The Majestic will be placed again on the summer resort route in accommodation of the townspeeple who journey up and down to

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in similar or increased quantity. In
several of them changes in staff havbeen made.

Steamer Repairs

On the Sincennes of the Crystal
Stream Steamship Company repairs
occupying a lengthy period have been
put upon the machinery. By the latter part of the season the boat was
crippled by the absence of the feathering floats, which were broken and
could not be replaced during the running season. The fitting of new ecentrics and the cutting out of thirty
braces which had been dragging in
the water, have also been found ne
cessary. Painting inside and out,
of the vessel is being completed and
new steam pipes are being a ffixed.
The Sincennes will ply this year between Indiantown and Cole's Island.
She will leave here at 10 o'clock in
the morning and arrive between 1
o'clock and 1.30 in the afternoon.
30 ing up, her sailing days
will be Mondays, Thursdays and Saturdays.
From the up end her sailing days
will be placed again on the summer resort
route in accommodation of the townspeople who fourney up and down to
their summer places mornings and
evenings. Early in the season her
oricle who fourney up and down to
their summer places mornings and
evenings. Early in the season her
oricle who fourney up and down to
their summer places mornings and
evenings. Early in the season her
oricle who fourney up and down to
their summer places morning. Up river her terminus
will be Hampstead or Wickham. In
the Star Line staff one change has
taken place and out,
of the wash place and out,
of the wessel is being of the running season. The fitting of new
ecsary. Painting inside and out,
of the wessel is being or many places and season
will be a little and the be

Newly Painted.

The Champlain has been repainted and refitted throughout and is already almost fit for the river. Particular care has been given to the ladies' cabin, which is handsomely painted and lecorated in gold leaf. The Champlain will run to Belleisle, leaving here Tuesdays, Thursdays and Saturdays at 12 o'clock. Capt. Wasson will be in command with an unchanged staff.

A New Engineer.

Fredricton route with Capt. Featman in charge.

Messrs. Currey & Vincent's other boat, the Hampstead, may not run this year. Last season she plied between Gagetown and Fredericton, and did a busy trade. A subsidy of \$800 has been asked from the government for this line and upon its granting depends somewhat the whereabouts of the Hampstead durent was substituted by the comparative lateness of this season and last, may be gained from the condition of the Hampton river. On March 24th, of 1908, the Hampton river went out. Yesterday was still good crossing for teams. Seven years ago the tug Waring reached Fredericton on March 23rd.

DEATHS

John T. McLeod.

John T

Miss L. Richey

Fredericton, March 25—N. R. Richey left by I. C. R. express tonight for his home at New Bandon, Gloucester Co. with remains of his daughter, Miss Lena Richey, who died here this morning. The male students of the Normal School with the faculty marched in procession following the rlemains to the railway station. Her sad demise has cast a gloom over the entire institution.

Predericton, N. B., March 25—John Arter, formerly one of Fredericton's ost prominent citizens, died this orning after a long illness of heart ouble. He was formerly in the group business and later was known the insurance business and was forme time alderman for the city. He

In, which is analosomery painted and lecorated in gold leaf. The Champlain will run to Belleisle, leaving here Tuesdays, Thursdays and Saturdays at 12 o'clock. Capt. Wasson will be in command with an unchanged staff.

A New Engineer.

The Elaine is another boat with a new engineer, Mr. Fred Lewis is the new engineer, Mr. Fred Lewis is the of Engineer Jones, who died since of Engineer Jones, who died since the closing of navigation. New guards are being given the boat in addition to a complete overhauling and repainting. The Elaine is to be on the Fredricton route with Capt. Peatman in charge.

Messrs. Currey & Vincent's other being cut.

was in the 71st year of his age, and is survived by a widow, two daughters and two sons, one of whom is Dr. F. B. Gunter, of Chelsea, Mass.

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