

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 1.50
Single Copies Two Cents.

Chicago Representative:
Henry DeClerque, 701-702 Schiller Building.
L. Klebahn, Manager, 1 West 34th Street.

SAINT JOHN, WEDNESDAY MORNING, JAN. 18, 1911

ROADS AND ROAD MAKING.

Much has been said in the Legislature, in public speeches made outside the House by members of the Opposition, and in the press, supporting that small, but energetic body, regarding the Highway Act of the Hazen Government. Those eminent highway engineers of the Telegraph and Times have almost exploded in their wrath over the provisions of the act. They have condemned it in language so strong that it at most wrinkled the paper on which it was printed. There was nothing right about it. It was wrong in principle, unworkable, and increased the taxes of the people. This is the universal chorus of opposition speakers and their newspaper press.

There is another side to the story, however, and one upon which too much stress cannot be laid. Before the Robinson Government went out of power they were compelled to admit that the road act they had forced upon the people a few years before was a failure. Instead of improving the roads Mr. Robinson and his friends discovered when they had to face the electorate that the roads were so bad that in many sections of the province they were well nigh impassable. First they sought to throw the responsibility on Divine Providence that had caused rain to fall, but, when it was proved to them that in many sections the cause of the bad roads was due either to direct dishonesty in some cases, or to deep rooted stupidity on the part of the men appointed as highway superintendents, they changed front and said they would amend the law, but gave no indication as to what these amendments would be.

Mr. Robinson is the owner of an automobile, and he does a good deal of travelling over the roads. He finds fault with their present condition, but makes no suggestion as to what should be done to improve them. Mr. Lablanc was a long time Chief Commissioner of Public Works. He ought to know something of road making, and how to improve the conditions of the highways of the province. It was he, we believe, who sold the road making plant purchased on the recommendation of Mr. Campbell of Ontario, of good roads fame, and which made a mile of good road out of St. John, and another a mile out of Moncton. The reason for selling this plant was because it cost too much to run it. Yet he has nothing to offer but criticism of his successor. The wise men of the Telegraph and Times knew a lot about everything, but dredging, but they seem unable to suggest anything that would be an improvement on the present methods of road making and repairing in the province.

Seriously speaking, the question of transportation is one of the highest importance, particularly to the agricultural population of the province. It is a question that in reality has no place in party politics. Mr. Hazen recognized this when he introduced the Highway Act and asked the Opposition to suggest improvements to the measure, as it passed through the House. No improvements were suggested at that time, and none has been made since. Carping criticism was all the Opposition were capable of then, and they adopt the same attitude now.

There was no fair or honest attempt to add provisions to the act that would be an improvement on what the Government had in view. The old Highway Act had proved a dire failure. This the men who made it a law admitted. Mr. Hazen had promised a new act along lines which public opinion demanded. He promised this as part of his political platform, and carried out his pledge. The act may not be perfect, but, so far, those eminent highway engineers who control the utterances of the Telegraph and Times, have failed to suggest an improvement, and where the source of wisdom is so much at fault, ordinary mortals should not be expected to attain perfection, even in a Highway Act. But if not perfect, the act is certainly an improvement on the one it replaced. It has brought a wiser and more equitable expenditure of the people's money on the roads. It has given the people better roads where the country is thickly populated, and also where the population is scattered. There is no section which has not benefited.

Better roads than are possible under this act can only be provided by an increase of taxation. To macadamize the trunk roads of the province, of which there are upwards of 1,000 miles, would be an immense undertaking. Involving an expenditure of from \$2,500 to \$4,000 a mile. It would be nice to have such roads, and perhaps Mr. Robinson or his highway engineers of the Telegraph and Times, may be able to suggest how the money could be provided, or explain why the road making plant which was purchased at the demand of The Good Roads Association, was disposed of so soon.

THE INCONSISTENCY OF THE BOARD OF TRADE.

The meeting of the Board of Trade on Monday evening to consider the plan of civic government by commission, developed an interesting and healthy discussion. It also emphasized the delightful inconsistency which, for years, has characterized the attitude of many of the leading members of the Board of Trade in relation to the civic government of St. John. It is no new thing to hear that affairs at City Hall are not conducted on a business basis. It has been generally admitted that there is much room for improvement. Spasmodic efforts have been made from time to time to introduce new blood into the council with only very partial results. The cry has been for representative men in the community—men who have made a success in their own business, men experienced in

dealing with commercial problems, in short, members of the Board of Trade—to come to the rescue. To this cry there has been very little response; had it been otherwise there would be no need today of drastic measures in the way of reform.

But at length the Board of Trade has been aroused. It has condescended, and we use the word advisedly in view of its past indifference, to take a hand in settling the civic problem. Searching the world over it has found in the United States a scheme of government by commission which is recommended as admirably adapted to our present needs. The plan, in brief, is to entrust the city's government to a mayor and four commissioners, or aldermen, and it has several good points to recommend it. Perhaps the strongest point in its favor, and the one which will appeal most to the citizens generally, is embodied in the following extract from a leaflet which the board has circulated:—

"The small council, as provided for in the government by commission plan, provides the essential feature so generally accepted in the operation of all large or small business corporations, and constitutes what is practically the Board of Directors to conduct the business of the city."

Here then we have a business proposition backed by the wholesale merchants and manufacturers, and in fact, by the business interests of the city, and we have some degree of confidence that these gentlemen might make it a success. We say to ourselves "here are the men we have been waiting for, aroused at last, and prepared from among their number to give St. John this business administration, of which we stand so sorely in need."

That is what we might expect; but the Board of Trade hastens to dispel what, after all that has been said, is only an illusion. "Gentlemen," say the members of the board in effect to the citizens, "We have presented you with a new plan of civic government. We believe it to be a most excellent plan. We would point out that in order to make it a success we consider it absolutely necessary that the mayor and the four commissioners, or aldermen, should devote their whole time to the city's business. Nothing less will suffice. The remuneration we suggest is 'from \$2,000 to \$2,500 a year. We have no doubt you will get excellent representatives on those terms, business men who will conduct the affairs of the city like a board of directors. You, of course, could not expect us, the leading merchants and manufacturers of the city, to give up our time for such a paltry consideration. As far as any practical co-operation is concerned we must adhere to the attitude we have always maintained in regard to civic affairs in the past. Our advice is at your service, but, as for being your representatives at that figure, it wouldn't pay. Please count us out."

Mr. G. E. Barbour, lucidly pointed out at the meeting the weakness of the scheme in this respect. The committee, he said, had not done itself justice in saying that the plan proposed was that adopted in modern business. The Bank of New Brunswick did not require its directors to give their whole time to the bank's affairs. He thought the provision requiring men to devote their whole time to the city's business would exclude a most desirable class.

"There are not two men here tonight," he said, "who would be prepared to throw down their own business and take up the city's work on these terms. I am 'opposed to this provision.'" Other speakers expressed similar opinions.

This, however, is the proposition which is to go before the people as the result of the meeting of the Board of Trade on Monday night. The Standard maintains that the provision requiring the mayor and aldermen or commissioners to give their entire time to the city for periods varying from two to four years, is wholly unnecessary, and, if the commission scheme should be adopted, it will exclude the very class of men it would be in the best interests of the city to secure. We are told this plan has been found to work well in other places. We are not concerned very much in St. John with what has transpired in cities in the United States under totally different conditions. If we shut out practically all the members of the Board of Trade and are dissatisfied with the class of men we have in the Common Council today, what new species of representative citizen do we expect to discover to conduct the affairs of St. John "on business principles?"

The Telegraph went out of its way recently to suggest that certain articles in these columns commenting on the weak points in the proposed plan of civic government by commission were from the pen of Mr. J. B. M. Baxter, the Recorder. It may, therefore, be as well to state that Mr. Baxter has neither inspired nor contributed any of the articles on the subject referred to. Presumably the object the Telegraph had in view was to engender some opposition to the attitude taken by The Standard. Since, however, Mr. Baxter's name has been mentioned, it is not difficult to recall occasions on which the gentleman who is now the city's legal representative, has been in opposition to the Telegraph with results which were anything but flattering to that journal's boasted influence and prestige.

Current Comment

(Philadelphia Record.)

Considerable progress may be made in conquering the serious difficulties in the way of navigating the air if aviators will do plain sailing and let the records alone. It will be time enough to see how high one can go and how far one can venture over the sea and against how much of a gale it is safe to fly after the simpler difficulties have been conquered. Of course, if no one is likely to be killed fewer people will buy tickets for the exhibitions, but it is about time some attention was paid to human life.

(Moose Jaw Times.)

The French-Canadian business women in Montreal are organizing a Chamber of Commerce for mutual betterment. In this connection the startling fact is revealed that one-third of Montreal's taxable property, or property aggregating an assessment of \$150,000,000, is owned by women, and upwards of three thousand women are engaged in business of which they are proprietors. "La Federation des Dames d'Affaires," will not be a negligible quantity in Montreal.

(Toronto Mail and Empire.)

The unanimity with which the business of the country opposes the pilgrimage to Washington, and the earnestness with which it prays that nothing may be done, are noteworthy features of the reciprocity situation. Our business men turn in and elect Laurierites at the general election and then spend a season of fear and trembling lest these politicians carry out their schemes.

(Ottawa Journal.)

Those wishing to realize what a 1,166 mile January trip in the open, such as Professor Macoun and party have just completed, is, have only to walk to and from work today, and then multiply it by about fifty.

(Ottawa Citizen.)

Wonder if one could pass a Canadian bank bill more readily in Washington now. There was always room for reciprocity in that—over the border.

LIFE-SAVING COLLIE
AGAIN IS RESCUER

Dog Drags Young Master from Water When Youth Breaks Through Ice—Second Rescue in Few Weeks

New York, N. Y., Jan. 17.—Breaking through the ice on the Morris canal in the Brookhaven section of Bloomfield, N. J., yesterday afternoon, Frank Johnson, 12 years old, would have been drowned, but for the prompt action and intelligence of his collie, Rex. The boy was strolling along the canal towpath, accompanied by Rex, and wondering if the ice was strong enough to bear his weight. He at last concluded to make a test.

As young Johnson started to go on the ice Rex tried to prevent him and caught his coat in his teeth. The boy, however, got to the bank and then turned to discover his master as the boy's head arose above the surface. Young Johnson tried to clamber out, but Rex licked his face and hands until he revived and then the youth hurried home. After a hot bath he was put to bed.

A few weeks ago Rex rescued John Moffett when he went through an ice hole while skating on the canal. The ice gave way and he sank out of sight in seven feet of water. Rex, however, got to the bank and then turned to discover his master as the boy's head arose above the surface. Young Johnson tried to clamber out, but Rex licked his face and hands until he revived and then the youth hurried home. After a hot bath he was put to bed.

A few weeks ago Rex rescued John Moffett when he went through an ice hole while skating on the canal.

LIFE LOST IN ONE OF
SIMULTANEOUS FIRES

Property Loss in New York
Fires Approaches \$500,000
—Two Break Out at Same Time

New York, N. Y., Jan. 17.—By a serious coincidence two fires started almost simultaneously, early today, at 553 East 164th street, and 558 West 164th street. The two points are nearly three miles apart. The loss in each case was estimated at \$75,000.

In the west side fire, a 60 family apartment house, Philip Aaronson, an engineer, 28 years of age, lost his life, and his assistant, James Johnson, 30 years of age, was fatally burned.

The east side fire was in a four story manufacturing building, occupied by a furniture company, and a firm making hosiery and women's garments. Nearby tenements were threatened and several hundred persons were roused from their beds and sent to the fire department. The flames were under control.

Many firemen were overcome by smoke and many others suffered from exposure. Earlier fires in other sections of the city and their effects were lost up to a figure approaching a half million dollars.

HOLLAND AND VENEZUELA
STILL NOT SPEAKING

Special Agent Abandons Attempt to Adjust Difference
Dating Back to Days of Premier Castro

The Hague, Jan. 17.—The long continued negotiations looking to the re-establishment of diplomatic relations between the Netherlands and Venezuela have failed, and Dr. Carlos Grijsant, Venezuelan agent for Holland and France has resigned his special mission and left the country.

The foreign office states that Venezuela took a distinctly unfavorable view of the protocol which had been drawn up as a basis upon which international intercourse might be resumed.

Trouble with the Netherlands is a heritage from the administration of Premier Castro, who before he was deposed by the revolution of December 1908, had embroiled the country with Holland and several other powers. When Premier Gomez assumed power he undertook to adjust all pending international disputes. Dr. Grijsant was sent as a special diplomatic agent to France and Holland. Neither mission has been successful.

BADLY INJURED IN
FALL AT FLORENCEVILLE

Alex. Ford Had Several Ribs and One Leg Broken in Accident When Building New Steel Bridge.

Florenceville, Jan. 17.—Alex. Ford, an employee of the McNeill Construction Co. of New Glasgow, fell a distance of thirty-six feet from a temporary staging to the ice below the new steel structure of the bridge at Florenceville.

The unfortunate man had an ankle a leg and several ribs broken. He was conveyed to the Carleton Place Hospital at Woodville.

NOTHING DID
HIM GOOD
EXCEPT "FRUIT-A-TIVES"

Completely Cured of Constipation By These Fruit Juice Tablets

Hardwick, N. B., Jan. 17th. 1910. "Chronic Constipation was the complaint I suffered with for years, and my general health was miserable as a result of this disease. I was treated by physicians without the slightest benefit, and I tried all kinds of pills but nothing did me any good. I saw a letter written by our Senator, Hon. John Costigan, in favor of 'Fruit-a-tives' so I tried it. The effect was marvellous and now I am entirely well from the Chronic Constipation from which I suffered for many years. My general health is once more excellent, thanks to 'Fruit-a-tives'."

A. G. WILLISTON. "Fruit-a-tives" is the only medicine in the world that will, can and does cure Constipation—because 'Fruit-a-tives' is the only medicine that acts directly on the liver. 'Fruit-a-tives' is made of fruit juices and tonics and will always cure Constipation, Biliousness, Torpid Liver and all diseases of digestion. 50c. a box 6 for \$2.50, trial size 25c. At dealers or sent on receipt of price by 'Fruit-a-tives' Limited, Ottawa.

SERIOUS FIRES IN
CANADIAN CITIES

Narrow Escapes in Destruction of Montreal Residence—Two Families Lose Everything in Halifax Blaze

Montreal, Jan. 17.—Two families were driven from their homes as the result of a fire that broke out in the store of R. Docks, dealer in ladies' furnishings, 329 West Notre Dame street, at 1 o'clock this morning, and one woman, who was burned about the hands and face in saving her children from the flames, had to be removed to the General Hospital.

The blaze, which is thought to have originated from an overheated stove in the rear part of the store, spread rapidly to the floor above, occupied by Docks' family, and to a flat adjoining, occupied by Joseph Schneider and his wife.

It was impossible for Docks or Schneider to escape by the stairway to Notre Dame street, and the women and children were compelled to jump to a shed in the rear in order to get out of the burning building, which was filled with smoke. Zero weather prevailed and the women were suffering for those driven scantly clad from their beds.

LOST ALL THEIR GOODS.

Halifax, N. S., Jan. 17.—This town was visited by a most disastrous fire about 6:30 this morning, when a house owned by S. G. Thorpe, on Convent street, was totally destroyed. There were two families living in the building, and they lost almost all their goods. The house was valued at about \$3,000, and was partly insured. The fire brigade turned out, but owing to the high wind could do nothing to save the building, and their efforts were directed toward keeping adjoining buildings from catching. The fire started by hot coal dropping from an open grate which had been left burning during the night.

UNION BANK OF CANADA ABSORBS UNITED EMPIRE BANK.

The latest move in the strengthening of Canada's financial institutions is the decision to merge the United Empire Bank, whose headquarters have been in Toronto with the strong Union Bank of Canada, with head office in Quebec.

The United Empire Bank was established in 1906. It has a paid-up capital of a little over half a million, and sixteen branches in Ontario. Though perfectly sound and ably managed, the bank found it difficult to make headway against the natural preference of depositors and business men for its larger and stronger competitors. The directors have therefore wisely decided to cast in their lot with the Union Bank of Canada.

This will give the Union Bank assets of over \$50,000,000, with more than 220 branches in Canada. As none of the branches of the United Empire Bank, except in Toronto, duplicate those of the Union Bank, they will be continued with practically their present staffs, as Union Bank branches.

The directorate of the United Empire Bank will form an advisory board for Ontario of the Union Bank, similar to the advisory board at Winnipeg for the western provinces, which has worked out satisfactorily.

MAY CLOSE FUNDY TO
FOREIGN FISHERMEN

Ottawa, Jan. 17.—It is possible that the Hagar tribunal may shortly be asked to say whether or not the Bay of Fundy is territorial water and may be closed to operation by foreign fishermen. The parliament of justice has been asked for its opinion by the deputy minister of marine.

Shiloh's Cure

Quickly stops cramps, cures colic, brings the stomach and bowels to normal.

Oysters
The very choicest P. E. Island and Suctucho for Christmas, at J. Allan Turner, 12 Charlotte Street.

FERGUSON & PAGE,
Diamonds,
Watches,
Jewelry, Etc.
41 King Street.Extraordinary Phonograph Bargains
To enable us to take better care of our rapidly growing engine and water 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.

Greater Speed Greater Accuracy

UNDERWOOD
STANDARD TYPEWRITER
THE MACHINE YOU WILL EVENTUALLY BUY.
The New Brunswick.

United Typewriter Co., Limited,
ST. JOHN, N. B.

Commercial and Pocket
Diaries For 1911
Gem Calendar Pads
BARNES & CO., LTD.
84 Prince William Street.Shoemakers Wanted
On new work. None others need apply.
Steady work. Highest Wages.

SINCLAIR'S, 65 Brussels St.

ORANGES--All Varieties
JAMAICA ORANGES, Sweet and juicy 2 doz for 25.
VALENCIA ORANGES 15c and 25c per doz
CALIFORNIA SEEDLESS ORANGES 40c, 50c, and 60c
WEST INDIE SHADDOCK 15c each, 3 for 25c
ALSO GRAPE FRUIT.
Phone. 543 F. E. WILLIAMS CO., LTD.SAVE \$1.00 PER TON
COAL--\$4.75 Per Ton--1400 Load \$3.50
BEST GRADE - ALL PURPOSES
C. O. D. or Cash with Order Phone Main 1172

The Canadian Coal Corporation of N. B. Limited.

Your Watch
Thoroughly Cleaned and Repaired.
New Main Springs Fitted. Reliable work. Moderate charges. All work guaranteed.
W. PARKES,
138 Mill Street.
Next to Hygienic Bakery.Oranges, Oranges
Orange season is now here and prices are low. Imperial Valencia 20c. doz., Regular Valencia 15c. Jamaica Oranges 25c. doz. at
Chas. A. Clark's
Phone 803. 18 Charlotte St.We wish to thank
the public heartily
for the most prosperous year in our history.
We will begin our
44th year, Tuesday,
January 3rd.

Clapboards and Shingles
—ALSO—
Ruberooid Roofing
Murray & Gregory, Ltd.
ST. JOHN, N. B.

Ring up Main 1000-11
G. W. WILLIAMS,
18 Waterloo St.

Have your
Heating
and
Plumbing
put in shape
for Winter.

enable the bowels, the kidneys, the lungs and the pores of the skin to throw off these impurities. Thus they prevent or cure disease. 25c. a box.