The Standard

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SAINT JOHN, SATURDAY MORNING, SEPT. 25, 1909.

THE EMPIRE AND THE TARIFF.

The Boston Transcript finds the tariff discussion in Great Britain of great importance to the United States. "Britain is our best customer from every point of view," says the Transcript. "If it should impose a moderate "system of duties intended to differentiate in favor of the "colonies on food products, and in general to raise a "bar against competition in manufactured articles, the "effect on the United States would be at once and severe-"ly felt."

There is no doubt about this. The effect of the change would be that wheat growing for the British market would be more profitable in Canada and India, and less profitable in the United States, the Argentine and Russia. The trade of the United States in dairy products and other articles would suffer. Germany and other foreign countries would also lose, and the Empire over the sea would greatly increase the number of customers in the British Islands. But the United States would suffer most.

The Transcript admits that there would be no cause of complaint. British duties on American goods would still be much lower than United States duties on British goods. It would not be said that Britain had acted rashly. For half a century British statesmen cherished Cobden's hope though gradually it became less radiant with promise that other countries would adopt the free trade programme. The Cobden Club was still alive at last accounts, though not in good health, and was still feebly carrying on missionary work, most of which was needed at home. Britain has stood alone as an anti-protectionist nation long enough to give all other countries a chance to make any tariff concessions which such magnanimity might deserve. She has now an acknowledged right to fall in with the methods of the world about her. No one has a standing to question that right, but the surveying free traders of the kingdom.

The Boston Transcript suggests that Britain might suffer from a change of policy by reason of her dependence on foreign nations for raw material and food products. But the truth is that Britain is much less dependent than most nations for either food or raw material. A few more years, even without the preference, will make the Empire independent in the matter of bread. She is already able to supply her own sugar, tea, coffee, fruit, both tropical and temperate, meats, dairy products and fish. For such luxuries or unnecessaries as distilled and malt liquors, and even for wines or tobacco there is no need to go to foreign lands. As to raw material Britain exports coal, and so do several of her colonies. She has iron, tin, copper, the precious metals and all mineral products required for her industries. Silk is produced in India, and probably will be an important export of British Africa. The raw material for linen is grown on the British Islands. Hemp is furnished by the East and West Indies. Only cotton must now be brought from the United States for textile purposes, and the Eastern dependencies of the Empire are rapidly making the country independent of the need of foreign raw cotton. Hides and wool are produced within the Empire for export to foreign countries. The timber and lumber supply of the British Empire must be larger than that of any other four or five nations. It would seem then that the British Empire is less dependent on foreign sources of supply for food or raw material than any other nation in the world—far less than the United States.

The United States imposes a duty on wool and yet imports a large quantity. That country taxes most of its lumber and yet depends in part on foreign supply. It imports all the tea that is consumed, all the coffee, most of the tropical fruits and most of the sugar. It imports most of the silk used in the factories, tin, nickel, lead, silk, much wood and lumber. On the whole the United States is much less independent than the British Empire in these matters, and yet has not hesitated to impose duties much higher than any persons now living will ever propose in England. Germany and France, the other two industrial nations which might be mentioned in this connection, are even more dependent than the United States.

CONCERNING SUGAR REFINERIES

An interesting and pertinent contribution to the question of the proposed sugar refinery is given in The Standard today. It appears that the Canadian refineries now in existence can supply the present markets without working full time, and that if a new one were established with the capacity mentioned by Mr. Durant, the demand would be supplied with the refineries working at half their full daily capacity.

These matters would, of course, be considered by any prudent person investing in an additional refinery. They concern St. John in so far as bonuses may be asked for the enterprise, and doubt may be cast upon its prospects of long life.

A few considerations which our correspondent may have overlooked may be mentioned.

In the first place it is not usual for industrial investors to avoid trades in which existing equipment is sufficient for the requirements. We have in St. John a large and profitable industry which might never have been established had the promoter and manager waited until there was a demand for more plants to supply the requirements of the country. Most new establishments cause some old ones to disappear or work short time.

Secondly, the annual capacity of most establishments is not three hundred times their nominal daily capacity, but considerably less.

Thirdly, the consumption of sugar in Canada, as in most other countries, is increasing much more rapidly than the population. It seems to have grown nearly fifty per cent. in ten years and to have doubled in twenty years. On this basis, if we assume that the annual capacity is as our correspondent states, the situation in ten years with the new establishment adding fifty per cent. to the possible output would be no worse than it is now.

We might, perhaps, suppose, other things being equal, that the newest and best equipped refineries would not be the ones left idle if some had to close down, or run short time. There are new woolen factories in the Maritime Provinces which do a good deal of business while plants in Ontario and Quebec are closed.

These are elements in the case which are worth considering in connection with the question.

MR. PUGSLEY AND THE VALLEY RAILWAY.

As Mr. Pugsley is to make a banquet speech here next week it would not be a bad idea for him to go to Sir Wilfrid Laurier and persuade him to give some reply to the St. John Valley delegation respecting the railway project. The Minister of Public Works might go a good deal farther than this. He is the one New Brunswicker in the cabinet. He holds an important position in the ministry, and his friends believe that he has great influence with the Government. Mr. Pugsley represents the county at the mouth of the St. John, and has on many occasions, expressed hearty sympathy with the Valley Railway project. In several speeches he has talked about projects that he has had in mind in connection with this enterprise.

Now Mr. Pugsley knows that so far as public assistance can be given to this railway project, it must come from the federal treasury. The Federal Government has a railway department. The federal authorities were given practically all the revenue producing powers in Canada, in order that they might carry forward large national works like this one. Mr. Pugsley's own organs have told us, and Mr. Pugsley has himself said that the Valley Railway would only be successful as part of a trunk system. It is therefore a national project, the main support of which cannot possibly be placed upon a small and poor province. Again, Mr. Pugsley and his friends are responsible for diverting the Transcontinental to the central part of the province, where no people live, where the route is so difficult and broken that almost nothing has been gained in the matter of distance and much has been lost in grades. This unfortunate diversion has made another road necessary where that one should have gone, and thus still further increased the obligation which belongs to the Federal Government in the matter.

NOT A MERE REPORTER.

Hon. Charles Murphy's plan of guiding the Liberal press by the employment at Ottawa of a sort of journalistic diplomat, "not a mere reporter," who should take frequent counsel with ministers, and thus supply an adequate defence of the Government is not bearing fruit. But it has value as showing what is the matter with the administration. The ministry has suffered from 'mere reporters' at Ottawa. A mere reporter is a man who finds out what has happened and reports the facts to the journal he represents. The Secretary of State easily sees that this is not what the Government needs. There is crying need of writers who shall suppress the facts, and send the papers something else. The fault of the Globe was that it told what Mr. Murphy had done and did not give the reasons why he did it. As it turns out that the reasons in the case mentioned were wrong, it is well that they were omitted. In another case the Government papers failed to show that the Hodgins charges were refuted. Mr. Murphy correctly judges that a "mere reporter" could not correct this mistake. As a reporter of facts, he would have to say that the charges were never refuted. But if Mr. Murphy's plan is followed there is no doubt that a sufficient sum of money will procure a writer who is not a reporter, and who after consulting the ministers will be willing to say anything.

THE CIVIL SERVICE COMPETITION.

Once more The Standard calls attention to the civil service examination to be held at all local centres November 9. Ninety clerkships at Ottawa are offered in this competition. Forty of these are in the third division and do not offer large inducements to clever men, since there is no regular promotion from the third to the second class as there is from the second to the first. Nevertheless in this class there is a maximum salary of $1,200. The examination covers English branches only and is relatively easy.

The other fifty positions are in the second division which is in the regular line of promotion. Those who win places start at $800 and have regular increases of $50 by statute until they reach the maximum of subdivision B, which is $1,600. But promotion into subdivision A at any time will give a salary of $1,600 with $50 increases until the maximum of $2,100 in that class is reached. Should the official be promoted to the first division, he will start there with a salary of $2,100 and annual increases of $100 a year. The maximum in this class is $2,800 and $4,000 for the two sub-divisions.

It will be seen that the civil service offers fair opportunities for a young man who likes that sort of life, and since appointments to the inside class are no longer matters of patronage, but are based on merit, so far as that can be tested by examination, the service should be much more attractive as a career. The examination is competitive the first appointments going to those who pass highest. But, as was stated the other day, in the last competition, the number of applicants was less than the number of vacancies. Therefore all got appointments who passed the examinations and sought positions, and it has been necessary thus soon to give another chance. Applicants will be examined in two languages, and in most of the subjects included in the ordinary college course. The test covers somewhat the same ground in the matter of scholarship as that for a grammar school license. There must therefore be many young men in a position to compete.

If The Standard is asked why it takes so much interest in these examinations, the answer is that it believes in a non-partisan civil service. The competitive system was introduced by the present Government after Mr. Borden had advocated such a measure and made it a part of the platform of his party. Though it is the other party which gives partial effect to the policy of its opponents, the principle is not less sound, and The Standard is anxious that it should succeed. It will be a great pity if the examination system were dropped on the ground that there were no candidates. On the other hand if candidates appear in sufficient numbers to fill all the vacancies with those who pass creditably The Standard would like to find New Brunswick taking a fair share of the places and the honors.

Sir Fred. Borden returns from England saying that "all the criticism of the Ross Rifle has been answered" by the Bisley record. It is not understood that the Ross Rifle which was used at Bisley has ever been criticised, except on the ground that it is not a service rifle. But Sir Fred's praise of the weapon prepares the public mind for the announcement that this Ross Rifle will be used to arm the Canadian militia, while the 60,000 Ross rifles of the other kind will be discarded.

Professor McMillan, of Commander Peary's party, makes a genuine contribution to the sum total of human information in his report of Arctic geology, and his description of the Polar Eskimo. There is not a word about Dr. Cook in the story.

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PITHY PARAGRAPHS OF LOCAL INTEREST.

British Mails.

Mails by the S. S. Lusitania have left New York and will reach this city at noon today. Mails via Rimouski will reach St. John by the Maritime Express.

Two large carcasses of moose were confiscated in the city market yesterday by clerk Mr. W. C. Dunham, as he considered them unfit for sale. The animals were shipped from Hoyt station. They were taken to the fertilizer works, after the heads and skins had been removed.

To Fly the Flag.

In a letter to The Standard a correspondent who signs himself "Burton" referring to Chief Justice Falconbridges of Brockville taking the authorities to task for not flying the Union Jack over the Court House during the Assizes expresses the hope that the New Brunswick Judiciary will take the same stand and insist on the sheriffs flying the National flag over Court Houses when they preside.

I. C. R. Suburban Service.

A delegation of I. C. R. suburban residents met Messrs. Brady and Tiffin on Thursday and discussed with them the winter schedule, asking that a suburban be run in from Hampton every morning to return in the evening. Instead of this there is to be given a morning train which will arrive in the city at 7.45; and a suburban which will leave for Hampton each day except Sunday at 1.15 p. m. The evening service will be provided by the Quebec express, which will start at 6.30 p. m., and will make all local stops between this city and Hampton.

Estate Sale.

At Chubb's Corner yesterday Mr. F. Potts sold the following properties belonging to the estate of the late David H. Anderson: Lot of land on Murray street, size 42 by 102 feet, to Mr. C. McBeath, at $230; lot of land at corner of Hilyard and Murray streets, 37 by 119 feet, to Mr. A. Clark at $220; lot of land on Douglas Avenue, size 39 by 160 feet, to Dr. A. W. MacRae, at $275; lot of land on same street, size 39 by 80 feet, to R. W. Carson, at $325; seventy-five acres of land on the Loch Lomond Road, on the pipe line, to Mr. James Desmond, at $165; lot of land containing 285 acres situated in St. John and Kings counties, to Mr. J. King Kelley at $450; a lot of land containing 110 acres, situated on Loch Lomond Road, to Mr. J. King Kelley, at $250; a lot of land at Renforth, size 300 by 100 feet, to Joseph McManus, at $100; a lot, size 50 by 300 feet,, at same place to George A. Anderson at $75; two lots at Renforth, each 100 by 300 feet, to Mr. Charles E. Riley at $50 each.

NEWS OF A DAY

$150,000 Loss.

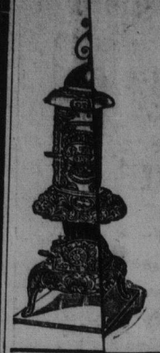
Montreal, Sept. 24.—The total loss by fire in the Witness office last evening will reach in the vicinity of $150,000, which is fully covered by insurance in the office of Willis, Faber and Co. Several tenants of adjoining stores suffered damages which are covered by insurance. These include William Maitland, fruit store; United Photographic stores and Whorton's cafe. The composing room and equipment was destroyed as well all the presses but the new one being installed, which sustained little damage.

To be Reconstructed.

Toronto, Sept. 24.—Hon. Col. J. S. Hendrie, chairman of special committee appointed to arrange for the rebuilding of the burned west wing of the Parliament buildings, stated last night that the work would be commenced at once. The wing will be reconstructed on absolutely fire-proof plans. This policy may be later extended to the whole building. The contract for steel work awarded to the Dominion Bridge Co., one condition being that current wages must be paid.

Brothers Meet.

Worcester, Mass., Sept. 24.—A happy surprise fell to the lot of Mr. Frank Gallagher, of Worcester, yesterday, when his brother, Mr. Michael Gallagher, of Newburg, N. B., whom he had not seen for twenty yearh, called on him. The brothers had met only once in forty years. As young men both were engaged as lumbermen on the St. John and St. Lawrence rivers. Frank decided to come to the United States and he found fortune as a contractor and builder. He is 75 years old and his New Brunswick brother visiting him is two years younger. When young they were singers in the lumber camps and last night they rehearsed their boyhood duets for the entertainment of their relatives here.



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The St. John Municipal Homesupplies

Tenders will be received at the office of the commissioners of the St. John Municipal Home, up to today, Sept. 27th, at 12 o'clock, from those willing to supply the Institution with the following goods for one year from 1st October 1909:—
Merchantable beef (no alternative for and hind quarters at least than 120 lbs.
Fresh mutton by the carcass.
Bread, per 2 lb.
Rice, per 100 lbs.
Barley, per 100
Oatmeal, per 100
Cornmeal, per bushel (kiln dried).
Congou tea, per lb. box.
Brown sugar (fair) per 100 lbs.
Barbados molasses per gallon by cask (to be delivered as required).
Drugs and medicines according to specified lists.
Tobacco, black, per lb.
Salt, in sacks, per
Coffee, Java, per lb. by can.
Beans, per bushel
Split peas, per lb.
Codfish, dried, per lbs.
Pollock, dried, per lbs.
American kerosene, per gallon.
All supplies to be the best quality and subject to the approval of the commissioners or their order.
Lowest or any tender not necessarily accepted.
Securities required for faithful performance of the contract.

S. MERRITT WETMORE,
Secretary.
St. John, N. B., Sept. 1909.

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At. R. M. C.

Kingston, Ont., Sept. 24.—The following officers are attending the short course for officers being given at the Royal Military College: Capt. W. L. Moore, reserve of officers, St. John, N. B.; Lieut. P. A. Moore, 15th Horse, Winnipeg; Lieut. Benson, C. G. Quebec; Lieut. Caldwell, Corps of Guides, Ottawa; Lieut. Campbell, 59th Regt., Cornwall, and Lieut. R. C. Bigham, 71st. Regt., Fredericton, N. B.

Will Be Returned.

Moncton, N. B., Sept. 24.— has been decided that young Robert McRae, the sixteen-year-old youth who escaped from the St. John Boys' Industrial school on September 16th, will be returned to St. John, as the Sussex police have thought it best not to prosecute him for stealing the wheel. Supt. McDonald of St. John, is expected here this afternoon and will take the lad back with him.

Big Timber Deal.

Vancouver, Sept. 24.—Sir Thomas Shaughnessy is considering the details of the purchase by A. B. Kartz, of New York, President of the American Financial Securities Company, of fifty-four thousand acres of timber land on Cowichen Lake, Vancouver Island, from the E. and N. Railway Co. The details involve the construction of twenty-five miles of standard gauge track and the erection of a sawmill. The money involved is a million and a half and another half million for development work.

Contract Completed.

Fredericton, Sept. 24.—Messrs. Rigby and Hyland have completed their contract for twelve miles of construction work on the G. T. P. and are shipping their horses and machinery to Winnipeg where they have another contract on the same road. The work, which was on the road twelve miles west from McGivney's Junction, was commenced in September last. Two hundred and fifty men expect in railway construction were engaged in building the section and Mr. H. H. Charles, resident engineer of the road, who is in the city today, says that the work completed is one of the best jobs on the road.

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Lv. St. Stephen.. .. .. 1.30 p. m.
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Arr. West St. John.. .. 5.40 p. m.
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Future of The Grange.

Toronto, Sept. 24.—Provision has been made it is understood, whereby the beautiful old residence known as The Grange, and property surrounding it will ultimately become the property of the citizens of Toronto. The grounds will be used as a public park and the old residence as a permanent art gallery. The arrangement is made by the will of the late Mrs. Goldwin Smith. The Grange, of course, will be the home of Dr. Goldwin Smith until his death. The Grange is the finest specimen of house architecture in the province. Built in one hundred acres of park, it is one of the finest examples of gentlemen's residences in the early days of the last century. It is a solid and substantial building three stories in height and was one of the first brick houses built in York. The main building was erected in 1817 by D'Arcy Boulton, eldest son of Mr. Justice Boulton. It was the home of Wm. Percy Boulton, son of D'Arcy Boulton, who for several years was mayor of Toronto, he being the first husband of the late Mrs. Goldwin Smith. The hall was designed by the late Hon. Wm. Cayley.

Saves A Day.

Montreal, Sept. 24.—Lord Strathcona will go to Rimouski to board the Empress of Ireland for his return to England. This will give him a full day in Montreal, his special car being attached to the Ocean Limited over the Intercolonial Railway, which leaves at 7.30 this evening. His grandchildren, Donald and Frances Howard, will accompany him.

Fatal Mishap Averted.

Kingston, Ont., Sept. 24.—A fatal accident was narrowly averted last night when Miss Frances Hoard of King street, lighted a lamp which had, through mistake, been filled with gasoline. She had presence of mind enough to throw the flaming lamp out on an iron roof before it exploded, and except for a few burns no damage resulted.