

## The Standard



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SAINT JOHN, WEDNESDAY MORNING, SEPT. 7, 1910

## THE TELEGRAPH'S FEEBLE REPLY.

A particularly lame and ineffective reply is made by the Telegraph to the letter of Mr. Charles T. White, published yesterday, in which he criticized the unfair attitude of the organ of the local opposition on the road question. Mr. White conclusively showed that the roads and bridges between Point Wolfe in Albert County and Penobscis in Kings County had been utterly abandoned by the late administration. "Had this road," he writes, "received some slight attention each year, in addition to the work I did on it at my expense, it would not today be in the wretched state described in your interview with Mr. Dryden." Ignoring the question of neglect, for which its own party, which was in power for eighteen years is responsible, the Telegraph talks of "actual conditions at present existing." If the local government and the municipalities had unlimited resources, it is doubtful if all the roads and bridges in the province could have been repaired since the Highway Act became law little more than two years ago and, as the Telegraph well knows, only a certain amount of money and labor are available.

Mr. White puts the case fairly and honestly:—"As a lumberman and a practical man I know something about the condition of the roads and bridges in this province, particularly in the counties of Kings and Albert, and I know that few people seem to realize the magnitude of the task of repairing worn out roads and rebuilding rotten and unsafe bridges bequeathed to the present local government by the late administration. I think that in the time this government has been in power it has done wonders to improve conditions, and I know that the nature of the work on the bridges of the province is very much superior to that which was done under the former government. In my business I have occasion to use the roads a very great deal for heavy hauling, and I know that formerly the policy was to 'patch, patch, patch, and postpone permanent work as long as possible. Under the present policy as introduced by the Hazen administration permanent work is being done on the innumerable bridges needing attention and the roads are a hundred per cent. better than previous to the spring of 1908."

The Telegraph makes no attempt to reply to Mr. White's pointed reference to an increase of \$100,000 a year in the revenues of the province from the Crown Lands under the Hazen government. "A hundred thousand dollars a year," he says, "is a splendid increase from this source and is an indication that the present administration is looking more after the honest collection of the stumpage than they are a campaign fund. It is a pleasure to see the Crown Land Department conducted on business principles and the people's money collected for the people. This is a decided change for the better in addition to the improvement in the condition of the roads and bridges." The opposition organ hurriedly dismisses the subject by remarking that "as to these matters there is necessarily wide difference of opinion." The arguments presented in Mr. White's letter, as the Telegraph has itself shown, are unanswerable.

Further instructive comment on the condition of the roads of the province is supplied by Mr. J. W. Y. Smith, of Moncton, in an interview published yesterday in the Moncton Times. Mr. Smith has been doing considerable motoring throughout the province this summer and, as the Times remarks, his story hardly coincides with the pessimism of the Transcript which, as an opposition organ, is running the Telegraph a close second in the campaign of misrepresentation.

Mr. Smith told the Times that he left Dalhousie in Mr. Richard O'Leary's car on Saturday last and travelled as far as Newcastle the same afternoon. The distance is 105 miles and he says, with the exception of a few short pieces, the roads were like a floor. They travelled at the rate of between 25 and 35 miles an hour, including stops for teams, and nowhere did they find roads that were in a very bad condition. From Newcastle to Chatham and from Chatham to Richibucto they also found very good roads, though not quite so smooth and even as a rule as along the Carriquet shore. The trip was continued from Richibucto to Shediac and all the way along he found the roads in very good condition, and not at all in the deplorable state represented in some of the newspapers.

A few weeks ago Mr. Smith made a trip to St. Andrews in his auto, and at that time he found the roads in good condition. Between St. John and Moncton the roads on the whole were in splendid shape. As proof of this it may be said that Mr. Smith's car beat an express train from Sussex to St. John.

"Generally speaking," adds the Times, "Mr. Smith says in his motoring through different sections of the province he has found good roads and he takes no stock in the misrepresentations published in the opposition papers from people who do not know what they are talking about."

## LAX METHODS OF CANADIAN SHIPPERS.

The New Atlantic Freight Service, which has been inaugurated between Canada and Australia through the efforts of the Canadian Pacific Railway appears to have proven a success, but many complaints have come from Australia to the effect that Canadian merchants and shippers do not seem to appreciate the requirements of the work. They have shipped large quantities of goods to Australia and have neglected to send proper catalogues and price lists, with the result that the business at the other end of the line has been embarrassed.

Commenting on this neglect on the part of Canadian shippers, Mr. D. H. Ross, Canadian Trade Commissioner at Melbourne, reports to the Trade and Commerce Department:—"The advent of the Canadian Atlantic steamers to Australia is causing a largely increased interest in Canadian goods by Australian importers, and manufacturers' agents. Inquiries from them are constantly being made, and the catalogues filed have been in demand. Regret is expressed in many instances that the price lists are not up-to-date and that the catalogues are not as comprehensive as they might be, considering the advantages an export business would give to many Canadian manufacturers."

For the week ending July 23, the commissioner reports:—"This week I called upon a number of large importers at Melbourne, as well as commission houses, with a view to influencing the shipment of their cargoes and manufacturers' agents by the new Canadian-Atlantic service. The result has been successful in some instances—everything being equal with competing ports, but unless there is some reduction in rates from those ruling from New York, importers show a disinclination to make the alteration in routes desired by this office."

With regard to this statement Mr. O'Hara, Deputy Minister of Trade and Commerce, has written Vice-President G. M. Bosworth, of the C. P. R.:—"I have no comment to make as to this report, but it has occurred to me that perhaps the C. P. R. might collect up-to-date catalogues from their shippers and despatch them to Mr. Ross at Melbourne."

Mr. Bosworth, however, holds the opinion that it is the duty of the exporters to see the proper information in the line of price lists, catalogues, etc., is sent by the shippers. "The railway and steamship company are doing their share in this work of extending trade," said Mr. Bosworth. "But we must impress upon the Canadian merchants and manufacturers that it is necessary for them to send full information and up-to-date catalogues and price lists to the importers in Australia and New Zealand, if they expect to secure full advantage of the new service which has been inaugurated by the Canadian Pacific, with the assistance of the Dominion government."

The Quebec Chronicle in commenting on the situation points out that there has for a long while been an agitation amongst Canadian business men against the unbusinesslike methods of British merchants, who, they say, will not take the trouble to study the requirements of this country. "It is only necessary," adds the Chronicle, "to read the trade reports in order to see that the same complaint is coming in from all quarters of the globe against Canadian shippers. Our foreign trade is worth much to us and it is the duty of our exporters to remove all grounds for this reproach."

## AN ORDER FOR RAILS.

Under date of August 23, the Transcontinental Railway Commission is calling for tenders for the supply approximately of 7,543 gross tons of 80-lb. steel rails. The conditions, says the Montreal Gazette, illustrate the manner in which the commission is carrying out the task with which it has been charged. The tenders in question are to be in the hands of the commission at noon on September 14th. The time given tenders is, therefore, only three weeks. No reference is made in the advertisement regarding specifications, and the commission is apparently prepared, it may be inferred, to purchase anything in the way of rails so long as they weigh 80 pounds to the yard. The tenders must, however, be made on forms to be supplied by the commissioners.

While the time afforded intending tenderers to put in their bids is not long, it may be accepted as satisfactory in view of what follows. The tenders are not, as indicated, to be opened until after noon on September 14. Sixteen days later the successful tenderer must agree to deliver the whole of the order, 7,543 gross tons, at Cochrane, Ont. Sixteen days would be a comparatively short delay to allow for the shipment of the order. It follows, therefore, that the only person who can afford to put in a bid under this delivery condition is one who has 7,543 tons of 80-lb. rails on hand. There is no time available to have them rolled. It is clearly the intention to give the contract to someone who has the rails.

The quantity of rails asked for will lay about sixty miles of road. It is not a large order. It only amounts to about \$250,000. But that is not the point at issue. The idea of the tender is to secure competitive bids. In this instance the intention might be to avoid this. There is no excuse on the ground of urgency. It has been known for months when the rails would be required, and the tenders could just as well have been invited two months ago.

Mr. Bentley has not been heard from, and even the Telegraph and the Times have deserted him. No doubt the Standard's surmise that he found it cheaper to use the public bridges in his constituency for unloading lumber, was correct. The more usual method of paying wharfage, however, is to be recommended, especially to anyone with political aspirations. By adopting this course awkward questions from one's constituents are avoided. It is less expensive in the long run. Meanwhile Mr. Bentley's pulpwood, which has been obstructing the road to St. Martins for months, is still a very live subject with his constituents, who are awaiting with some impatience the fulfilment of his promise to remove it.

## CURRENT COMMENT

(Montreal Gazette.)

Much has been said in the Liberal press about the courtesy and broad-mindedness of Mr. McBride, the prime minister of British Columbia, in extending a welcome to Sir Wilfrid Laurier and making the reception of the Canadian Liberal leader in the province a general and not a party one. Mr. McBride got his return at Cranbrook when Sir Wilfrid Laurier was leaving the province. There the Canadian prime minister nominated a candidate for his party for the local constituency in opposition to the McBride government and made a bitter speech condemning the methods by which, he said, Mr. McBride's party had won the late election. Mr. McBride will now know his guest better than he did a month ago.

(Pittsburg Dispatch.)

Let the spiritualists investigate avidly and persistently as they may, the fact remains that no communication purporting to come from the spirit world to mortals has ever been received except in circumstances which stamped it with the brand of fraud. The "medium" will never work in the open and in the presence of known scientific analysts who have not yielded to the sense of mystery and to the feverish desire for proof of an individual and tangible life beyond the disintegration called death. Effective wireless communication between the spirit and mortal world has yet to be established.

(Winnipeg Tribune.)

The loss of 50 cattle from a freight boat at sea causes a contemporary to remark that "this is carrying the watered stock business too far."

(Winnipeg Free Press.)

Counsel in the fisheries case at The Hague express belief that war is a thing of the past. They may revise this opinion when the decision is announced.

## GRAIN RATES REMAIN SAME

**Council Decides at Regular Meeting Yesterday Not to Make Increase--German St. Paving Tenders Received.**

The common council got round to the German street question again yesterday afternoon but decided to let it hang fire till the special meeting which the mayor will call in a few days to receive the report of the street investigation committee. The question of diverting the sewerage from the vicinity of the St. John Boat club house was referred back to the water and sewerage board. The session was protracted and dull, the aldermen tiring at technical matters. The motion to increase the salary of probationary drivers was voted down. The proposed new winterport tariff was adopted, excepted that it was decided not to advance the rate on grain.

Besides the mayor there were present Ald. Willet, Elkin, Jones, Wigmore, Scully, Sprout, Smith, White, Russell, Potts, McGoldrick, Lively, Hayes, Holder, Vanwart with the common clerk, the city engineer and Marshal Coughlin.

**Ferry Board Report.**  
After the adoption of the minutes the report of the ferry committee was taken up, owing to the absence of the chairman of the various other boards. It recommended that the application of the Dominion Coal Co. for a lease of a strip to the north of the ferry slip on the east side for \$500 a year for a period of 3 years be granted. The company only wants the strip in winter and will relinquish the lease on 60 days' notice. The report was adopted.

The report of the board of public works was then considered. The recommendations in regard to the C. P. R. application for warehouses Nos. 1, 2, and 3 and alterations to the sheds were adopted as was the section recommending the erection of a retaining wall on the Strait Shore Road below the J. B. Waring mill company's premises.

Ald. Scully moved that the section regarding the bridge on Union street West, crossing the raceway be referred back as he thought provision should be made to raise the bridge at least 2 feet. Ald. Potts seconded this and the motion was carried. Ald. McGoldrick moved that a bond issue of \$800 be made to cover the cost of a concrete retaining wall in front of the Carleton Methodist church property on Guildford street.

Ald. Willet said the expense should be included in the proposed bond issue for street improvements.

Ald. McGoldrick's motion was adopted. The supplementary report dealing with the winterport tariff rates was then taken up. Ald. Elkin said the questions involved should be carefully considered before they made an increase of 1 cent per ton on grain and 2 cents per ton on general goods.

He did not believe in raising the rates in view of the long rail haul from Montreal. He was not stampeded by the reports that the Empress boats would not come here. He believed they wanted to come to St. John. The raised rates would injure the city which was already the most congested port on the Atlantic.

**Warm Answer.**  
Ald. Potts said Ald. Elkins' position was untenable. If the government was asked to put the harbor in the commission, it would ask what the commission was to do with the harbor put in commission, but if the city followed Mr. Pugsley's advice and gave the 40 acre strip to the C. P. R. it would never get the government to take over the harbor. That was the key to the situation.

Ald. Lively said he was surprised that there was opposition to the move to increase the city's revenues sufficiently to pay the interest on the bonds. Montreal raised its rates when ever money was needed. He understood the steamship companies were willing to pay a little more to help the city meet its interest charges. Mr. Pugsley said the Government would take over the harbor if it was self sustaining.

Ald. Scully thought the wharves should be self sustaining. Ald. Baxter said he had some doubts about the advisability of raising the rate on grain. As regards the commission, he said Mr. Pugsley had advised against a move in that direction and he thought the advice sound. If the harbor was put in commission all improvements would be charged against the traffic, which might divert it elsewhere.

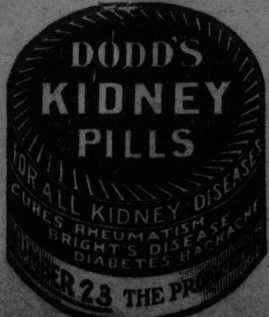
The Mayor said that the C. P. R. authorities had advised against an increase on grain as it was difficult to bring it to St. John, owing to the lower tariff rates by other routes. Grain Not Raised.

Ald. Baxter moved, seconded by Ald. Russell, that the report be adopted, with the exception of the section in regard to grain, which should be left at the old rate. This was adopted.

The report of the Treasury Board was adopted without discussion. The report of the Safety Board was then considered. The section recommending that probationers be given \$40 instead of \$35 caused some discussion. Ald. Potts opposed it. He did not think the city should be held up by its employees—it was understood that the probationary drivers were only to get \$35.

Ald. Sprout thought \$40 a month for 24 hours a day was well enough. Ald. Russell—Ald. Potts likes to vote money for high salaries, but he has occasional fits of economy.

Ald. Hayes—"It's not so long ago



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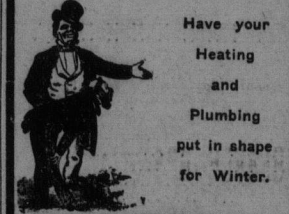
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**THE STANDARD**  
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that Ald. Potts in violation of the rules brought in a recommendation to raise the salary of a ferry employee \$200. I'm glad to see him coming round.

Only five aldermen, McGoldrick, Sprout, Wigmore, Willet, Vanwart, voted for the section, which was declared lost.

Ald. Baxter moved that Chief Kerr be authorized to attend the Fire Chiefs convention at Lowell, and that the city guarantee his expenses up to \$100.

Ald. McGoldrick seconded the motion.

Ald. Baxter's motion was adopted. The report of the Water and Sewerage department was then taken up. The second section regarding the extension of the water system on Sand Cove Road caused some discussion, but was finally adopted.

The Mayor—I think the members from the North End are rather dilatory. Adelaide Road is being built up rapidly, but is not provided with a satisfactory service.

Ald. White—"There's been plenty of agitation."

The Mayor—"Agitation has its uses but organized effort is better—it seldom fails."

Consideration of the report was then resumed. The section recommending the placing of a catch basin at the corner of Charlotte and Ludlow streets West side, was referred back. Ald. Baxter moved that the section opposing the petition of Mrs. E. H. Currie, Whipple street, be amended and that she be given a refund of \$2 on her water rates. The water, he said, could be laid on to her house.

Continued on page 2.

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