

## The St. John Standard

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### OUR STREETS.

In certain respects Commissioner Fisher bears an elusive resemblance to one Mr. Micawber, of happy memory. He is always hoping to get something done at some time or other in the not very distant future, and while his own ideas on these various subjects may be well defined they are not sufficiently so to justify action. For instance it will be remembered that some three and a half years ago Mr. Fisher had in contemplation a permanent policy of street construction, and while at various times since then he has threatened to expand this on an unsuspecting public, his ambition has so far been thwarted. And early last winter, it will also be remembered, Mr. Fisher placed before the council his suggestions for the removal of snow from the streets this year. In the winter of 1917-18 we had a lot of snow, much of which remained on the streets during the greater part of the season. This was as expected, for unfortunately the commissioner had neglected during the previous year to make his plans twelve months ahead. And this year we have no snow as yet, which again is unfortunate, since the extensive preparations are all completed and only waiting to be tried out.

There are some carping critics in this city who declare, and do so most emphatically, that in the days of Alderman McGoldrick, more permanent work was done out of current revenues than we have since seen from bond issues, and that if Mr. McGoldrick had continued in office we might now have at least a few more streets fit for travel instead of the numerous mud holes today existing. Whether this be so or not is a point on which opinions differ, but the fact remains that whether the Street Commissioner is in any respect responsible, or whether such a matter as this rests entirely with the council as a whole, the improvements on our streets, winter and summer, have not been such as add to the glory of whomever may be in charge. Unfortunately we have a habit here of talking a lot about what should be done, and of doing very little. The time that has been wasted in considering whether the property owners should pay a share of the cost of permanent pavements, or whether the city as a whole should shoulder the burden, would in itself prove of sufficient value to lay a few miles of new streets. And while we waste the time in this manner, the old pavements go from bad to worse, while no policy of any sort is put forward by those to whom the people look for guidance. In matters of this nature it is often a good thing to do the job first and talk about it afterwards.

### A HOTEL NEEDED.

The Canadian Pacific Railway has its own hotels at Victoria, Vancouver, Winnipeg, Montreal and Quebec, as well as at numerous smaller centres more or less given over to tourist traffic. The Canadian Pacific Railway is the largest passenger carrier in Canada, and transports over its own system a very large portion of the business by which this chain of hotels is maintained. At no point in the route does the Canadian Pacific land more passengers from overseas than at St. John, with the possible exception, in normal times, of Montreal, and while the passenger traffic by rail to this city is not as great as to certain larger centres, such as Montreal, Winnipeg, and possibly Vancouver, yet it is of sufficient importance to justify the Canadian Pacific in seriously considering, as a matter of duty to its travelling public, the establishment in St. John of a properly equipped and modern hotel. There is no such thing in this city as a modern hotel. For while our various establishments do the very best they can, under the circumstances, and are noted for the personal attention which they give to the comfort of guests, still present-day travellers are demanding and are expecting to pay more than we are today capable of furnishing. It is always a difficult matter to raise capital, to enlist the interest of individuals in such a project as this, and to go ahead in a satisfactory way for the construction and operation of this kind of a proposition. But a corporation which has seen opportunities, and has realized the financial benefits to be derived from the maintenance of modern hotels elsewhere might readily devote a share of its attention to St. John, which is one of its two great terminals. The Canadian Pacific could build in St. John without giving the matter a second thought such a hotel as the requirements of the community demand, and with its magnificent organization could so staff that hotel as to make it a valuable asset, not only to the controlling company, but to the city as well. The Standard believes that if President Beatty were asked to put up a million dollar hotel here and run it in the interests of his company and of this community, he would not even wink an eye, but sign a cheque and tell his construction engineers to go to it.

### MAKING THE SURPLUS.

Early in the month of October the Provincial Department of Public Works authorized certain expenditures in connection with the Marsh Road between St. John and Rethessay. That work was ordered and was performed. During the present week a cheque was issued covering the account, which cheque bore the printed signature of Robert Murray, Provincial Secretary-Treasurer, and the written signature of W. A. Loudon, Comptroller General. Honorable Mr. Murray's signature was not even installed. This cheque was issued in defiance of the Audit Act, which states explicitly that all payments shall be made by cheque, signed by the Provincial Secretary-Treasurer or by the deputy appointed by him, and by the Comptroller General. As stated, it was not signed, but carried the signature printed at the time the cheques were made. And this expenditure, which was incurred in the fiscal year ending October 31st, 1918, was not included in the liabilities of the province for that year, nor was the payment charged to that year. This is in direct contradiction of Premier Foster's own pledge that all expenditures in any one fiscal year would be chargeable to that year. And this is only one of the many instances of the kind which have occurred throughout this province. In Westmorland County, particularly at Shediac, many hundreds of dollars were expended during the autumn months on road work, for which payment has been made only in the past few weeks, and which expenditures, so the Standard is credibly informed, were not charged to the fiscal year of 1918 because of the fact that no effort was made by the Provincial Department of Public Works to secure particulars of the claims for work done and materials provided in the course of those operations. It is by methods such as these that the Foster administration attempts to bolster up a false surplus and to deceive the people into imagining that all yearly expenditures are accounted for in the annual statement issued at the end of the calendar year.

### A COSTLY HOSPITAL.

Honorable Mr. Carvell complains that because of the great amount of money required by the Militia Department he cannot get as much as he would like for public works. If Mr. Carvell were to come to St. John and have a look around here he might be able to suggest to the Militia Department ways and means to effect certain economies which would, perhaps, assist him in his public works programme. For example, a visit to the Lancaster Hospital would be of interest, for there either the Minister of Public Works or anyone else who wants to go, will find a staff of fifty-three paid assistants, ranging in rank from majors to privates, and including only seven female nurses and one matron. This is quite an extensive personnel and naturally it would be expected that such a staff would indicate the treatment of a very large number of patients. There are not this many people employed in the General Public Hospital, which has a capacity of between one hundred and twenty and one hundred and thirty beds, and which is practically full all the time, yet it is stated on the best authority that the extreme capacity of the Lancaster Hospital, when it is completed, will be seventy-five patients, and that at the present time there are twenty or so soldiers receiving treatment there. This looks like two and a half attendants for each inmate and, with pay ranging from \$2,000 per year down to \$600 or thereabouts, makes the case of invalid soldiers quite an expensive proposition. The Government in its various departments—apart from that of the Militia—is preaching principles of thrift and urging everyone to save. But it is hard to impress the necessity of thrift upon the ordinary individual when he sees such wasteful expenditure as this going on all the time.

It is a lucky thing to be a Presbyterian. They are a healthy lot, and whether this state of affairs is due to deeply religious principles or to their bringing on Athol Brose or straight oatmeal is a question. But hospital statistics indicate that while 490 Episcopalians were treated in the General Public Hospital during the year, and 161 Baptists and 581 Roman Catholics, there were only 128 Presbyterians under the weather. The fancy religions, of course, were represented in the total number of cases, there being 5 Confucians and 7 Mahometans in the nineteen hundred odd who received treatment during the year.

### WHAT THEY SAY

**The Dreamer's Ideal.**  
(Washington Post.)  
In other words, what is needed is a league that does not have any power, but is able to compel the whole world to keep the peace.

**Two Extremes.**  
(Hamilton Spectator.)  
Too much red tape is the frequent cry in regard to demobilization and other matters; but, if some of the

growers had their way there would be too little.

**Take a Fly!**  
(Free Press.)  
The forms of invitation: "Will you take a drive with me?" "What do you say to a spin in my car?" will soon be superseded by the airy suggestion: "Take a fly with me!" Such an overture is bound to create a "buzz."

**A Menace to Everybody.**  
(Toronto Globe.)  
Scores of thousands are striking in Great Britain contrary to the advice of their trades union executives. This is the most serious feature of the trouble. Mutiny in the ranks of trades unionism is a menace to both capital and labor.

**Ludendorff to Tell About It.**  
(London Express.)  
People who exclaim, "Oh, that mine enemy might write a book," are likely to have their wish granted in the case of Ludendorff. The late chief of the German high command is reported to be engaged in a work explaining his connection with the war, which is likely to furnish the reviewers with a live subject of criticism.

**Quite Right.**  
(Mail and Empire.)  
Someone has started the rumor that Henry Ford will be a candidate for the Democratic nomination for the Presidency when President Wilson gets through with it, which prompts the Providence Journal to remark that his connection with the "Peace" ship and the Eagleboats is no particular recommendation for entrusting him with the helm of the Ship of State.

**The Canadian Heritage.**  
(London Free Press.)  
We have a wonderful heritage in this country of ours. It is a heritage for the preservation of which our men have died. Our women by the many thousands have suffered separation and irretrievable loss in its defense. We have, too, membership in an empire whose glory shines brighter today than at any time in its history. These things our hearts must and will cleave to those who follow us. Sacrifice may be our lot. Conditions may not always be to our liking. But if we are loyal to ourselves, to one another, to homeland and to motherland, we will not make any serious mistakes.

**What Germany Wants.**  
(Westminster Gazette.)  
What the moderate elements in Germany need is both moral and material support from the Allies. By this we do not mean military support. It is felt in Germany that a government of moderate Democrats provides the best chance both of reasonable peace terms and what is even more important of a quick transition to peace conditions. Then the chances of the Moderate Party will be increased. What is materially needed is, of course, supplies to feed the population, and raw material to keep it busy. The latter requirements, from what we hear, is even more pressing than the former. The Allies, of course, need all the materials they can get, but a little self-sacrifice might save us untold trouble later on.

**A Good Policy.**  
(Guelph Herald.)  
It is officially announced that the Ontario government will soon call for tenders for the construction of hundreds of miles of provincial highways. There is no public enterprise that could be taken up that will so benefit the people of the province as a whole. No enterprise either, would furnish so many men with work at a time when the employment problem is so acute. The Government's announced program is in keeping with the general demand for administrative action to avert the calamity sure to result if hundreds of men are denied the opportunity to earn a living. Municipalities may well follow the example set by the Government. Every dollar spent in Guelph, for instance, for public works will add to the local prosperity.

### A BIT OF VERSE

#### THE ANGLO-SAXON BROOD.

By Arthur Stringer.  
Deep round her lair the dim sea  
Gaunt through her night the old Lion  
prowls;  
Alert and lone, she scans astride  
The Hunters, their silence solitude  
They bide their time; discreet they wait  
About the tangled paths of hate;  
While toothless and old, she said,  
She winces and slumbers on her dead!

She toothless now—when East and West  
Each Cub and Whelp of her grim  
breast  
Snarls, writhing, tumbling, drunk  
with life,  
And points its fangs on th' bones of  
strife;  
And once the old sear shakes the  
night  
The Hunters who have shunned the  
light  
And thought her silence solitude  
Shall meet and know the Lion's  
Brood!

**ENGLAND SAINTS OF 1914-1917.**  
—Priest and poet, clerk, scholar and craftsman, sea toilers or sons of the soil—  
From earth, air and ocean up-gathered they rest in the garden of God.  
Their shrines stand on every highway,  
Where lamps of remembrance abide  
Fed with love from the heart-springs  
of England, and lit from the  
torch of her pride;  
Upon hillside, by hamlet or home-  
stead, they shine through the  
darkness undimmed,  
Morn and eve 'neath the Christ bowed  
above them, the glimmering  
crescents are trimmed  
By their angels, who pass unheeded  
—close hangs the curtain be-  
tween  
Veiling heaven; for the things that  
we see are not more than the  
things that are seen.  
—James Rhodes in the Observer.

## Little Benny's Note Book.

BY LEE PAPE.

I was on my way to the store for a pound of the best butter this afternoon, and all of a sudden I came to a little place with a sign in the window saying "G. Butterette, only 25 cents a pound, it looks like butter, smells like butter and tastes better than some butter."

G. I thought I'll get a pound of that butter, and I went in and bought a pound and a half, and I went home and I put it on a plate and I ate it, and I was so surprised that I'll give her the change and she will be so surprised that I'll give her a nickel out of it for myself. And I went in and bought a pound and a half, and I went home and I put it on a plate and I ate it, and I was so surprised that I'll give her the change and she will be so surprised that I'll give her a nickel out of it for myself.

Which just then pop and ma and Gladis all took a bite together, me watching their expressions to see if they would notice any difference, which they did.

Holey suffering cats, sed pop.

Goodness gracious, sed ma.

G. I thought. And I took a bite myself, taking a little one and wishing it was littler, after I had took it, maybe not being the worst thing I ever tasted, but being as bad as any.

As butter, this would make an inferior grade of axel grease, sed pop.

I never thought anything could taste so awful, sed Gladis.

Benny, were did you get this? sed ma.

Here's the change, I sed. And I gave her the 54 cents, saying, The name of the butterette, I got it in some little place and I thought maybe you'd be surprised.

Well you thought correctly, sed ma, and pop sed, I couldn't of bin more surprised if the darn stuff had exploded under my nose. Gladis not saying anything on account of still trying to get the taste out of her mouth by making faces, and ma borrowed some butter from Mrs. Jones next store and I didn't say anything about me getting anything out of the change, the result probably being the same as it would of bin if I had of sed sumthing.

### A BIT OF FUN

The Editor—My dear sir, we can't publish nonsense like this—it's not poetry at all it's an escape of gas.

Port—Ah, I see. Something wrong with the meter.

### Point in His Favor.

"I'll take back some of the hard things about Wagner's music," remarked Mr. Gilberry.

"Even though he was a German?"

"Yes, I learn from a paper Mrs. Gilberry has written for her music club that Wagner was once driven out of Germany for showing his contempt for the German government."

### Her Proxy.

"Well, auntie," asked her young master, "do you really believe in the Bible?"

"Yes, sah, obey word."

"Do believe that the whale swallowed Jonah?"

"Yes, sah; I believe it, 'cause the Bible says so. I'm gwine tuh ask Jonah 'bout dat jes as soon as I gets to hebban."

"But suppose Jonah isn't there?"

"Den, honey, you ken ask him."

### Thoughtless.

Mrs. Eze—"Why do you say that Mrs. Brown is very thoughtless?"

Mrs. Wyke—"She had the parson to dinner the other evening and she served deviled eggs."

Tommy—Pop, what is an anchorite?

Pop—An anchorite, son, is a fellow who is the naval officer who attends to the anchor, I suppose.

### THE EDITOR'S MAIL

Bathurst, N.B., Feb. 4th, 1919.  
To the Editor of The Standard.  
Dear Sir,—In the last issue of The Standard, some of our leading citizens addressed a letter to Hon. P. J. Veniot with reference to the Carquet Railway. In the last issue of The Standard, Northern Light, a statement made by Mr. Veniot to the Gloucester County Council, while recently in session, would seem to be an answer to this letter, or placing before the public, his explanation for not taking any action in the matter under the authority of the Act of Assembly, 1915, Chapter 24. For five weeks last winter there was no service on the Carquet Railway at all, to Carquet, and at other times very irregular service was given, and the trains did not go to Shippeagan or Tracadie for about two months, and the service has been very bad this year. It is unnecessary to comment on Mr. Veniot's speech before the County Council, but as very few people in our county have access to copies of this Act and as it is very short, I will be very much obliged if you will publish it. It is as follows:

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