

The Evening Times and Star

ST. JOHN, N. B., DECEMBER 13, 1911.

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WHY NOT CLEAN THE STREETS?

For some days past citizens have been asking what will happen if the mud left upon the principal thoroughfares should not be covered by a mantle of snow in the near future. If it is allowed to dry where it lies, clouds of dust-bearing dust, with which St. John is already too familiar, will be carried over the city by the wind.

King street, Prince William, Charlotte, Duke, Mill, and Main streets, for the last few days have been disgracefully dirty, and while it may be expected that snow is reasonably to be expected at this time of the year, the fact remains that day after day has passed without any effective attempt at removing the dirt.

Presumably there is some one in St. John responsible for these conditions, and it is fair to tell the public why no steps have been taken to clean up, or, if it is impossible to take such steps, what the conditions are that make it impossible.

Who is the responsible man, and how long are such conditions to be tolerated?

THE VALLEY RAILROAD

Premier Fleming announces that the contract for the construction of the Valley Railroad has been signed by the government and Mr. Gould's company, and that the line will extend from St. John to Grand Falls, construction to be completed before November 1, 1913.

As the road is to be built section by section, and as with the exception of the larger bridges it presents no particular engineering difficulty, it ought to be completed long before the end of 1913, which is almost four years from now.

As to the necessity for such a railroad, both parties in politics have long been agreed, but it was the Liberal party which brought the Valley road into practical politics, secured Federal aid, and discouraged the construction of an inferior line by signing at one point on the C. P. R. near St. John, and ending at another on the C. P. R. in Valley County. Hon. Mr. Tugsey, Mr. Carvell and other Liberals insisted that the road must be of solid construction, fit to handle the heaviest of traffic, and that it must begin at St. John and traverse the whole valley to Grand Falls, making a connection there with the Grand Trunk Pacific, and providing a through line and competitive rates. It is just as well to keep the record clear now that the contract has been signed and construction is to be undertaken.

The local government, if it exercises its authority in the interests of the public, should be able to push the road to completion within a reasonable time, and should be able to bring some of the sections into operation within a year of the time construction is commenced.

In the matter of rates, the country will assume that the government has taken steps to guard shippers against the exactions of which they have had to complain on the part of some of the company railroads.

AN EXAMPLE OF PROTECTION

It is not so long ago that De Toqueville in his "Democracy in America" discussed the superiority of the American at sea. He denied that it was due to the physical advantages that nature gave them, and continued:

"The American vessels cost almost as much to build as our own; they are not better built, and they generally last a shorter time. The pay of the American sailor is more considerable than the pay on board European ships, which is proved by the great number of Europeans who are to be found in the merchant vessels of the United States. How happens it, then, that the Americans sail their vessels at a cheaper rate than we can ours? I am of opinion that the true cause of their superiority must not be sought for in physical advantages, but that it is wholly due to moral and intellectual qualities."

He goes on to explain that they display a sort of heroism in their manner of trading, and are far on their journey when the seamen of other nations stay in port awaiting an increasing wind or a favorable tide. It is extraordinary to find how the United States lags behind other peoples today in deep-sea-faring, for while thirty-five years ago it was a keen rival of Britain in the carrying trade of the world, today it has about eleven ships engaged in this trade as against nearly 2,000 under the Union Jack.

In its voyage round the world the American navy encountered the American flag only twice on the way, while the flag of Britain was met in every sea and in every quarter of the globe. The present pitiful state of the American merchant marine is in marked contrast to the glorious traditions of the past. In former days, as De Toqueville remarks: "The American neglected precautions and braved dangers. He weighed anchor before the tempest was over; by night and by day he spread his sheets to the wind; he repaired as he went along such damage as his vessel may have sustained from the storm. . . . It is true that during a voyage of eight or ten months he has drunk brackish water and lived upon salt meat; that he has been in continual contact with the sea, with disease, and with weariness; but upon his return, he can sell a pound of tea for a half-penny less than the English merchant, and his purpose is accomplished."

But the politician has changed all that. And today the American shipper, convinced of his impotence when there is a fair wind and no fever, sits back and whines for a subsidy or discriminating duties. Protection has eaten the heart out of American daring and daunted the initiative of her seamen, until her merchant marine has practically disappeared from the sea.

The United States supplies most of the material for the carrying trade of the nation, but does very little towards the carrying of it. The "moral and intellectual qualities" in which De Toqueville said it excelled in former days have been eaten out by the doctrine of protection and completely lost sight of in the wilderness of false economic theories into which the whole country has been led by self-seeking politicians.

CONGRATULATIONS

Senator John V. Ellis is receiving a shower of congratulations today upon completing his fiftieth consecutive year as editor of the Globe—a noteworthy record. To the sum of hearty felicitations natural upon such an occasion, The Times adds its own. The half-century record of Mr. Ellis as an editor of the same daily newspaper continually is, perhaps, not to be matched in Canada, if, indeed, on this continent.

A great circle of friends will wish for the Senator continued health and prosperity and the long enjoyment of a benign sweet reasonableness in his outlook upon the new and changing conditions growing up about him.

Watch tonight's vote at the Council. You may be able to separate the sheep from the goats.

Praise of New Brunswick is becoming a habit. That is good. But we must get along to such prosaic matters as men, money, when and where.

Somebody says twenty candidates for commissionerships are in sight. The estimate is low. There are seventeen not going outside city hall.

If Mr. Murdoch is "virtually the ruler of the city," he ought to ask the director of public works why so much mud is left on the streets.

Announcement is made that the Borden axe is to be felt all along the I. C. R., and at Moncton particularly. Adding those who hold office to those who are getting new jobs, the number is large, but however merrily the axe swings the Tories cannot accommodate more than one in ten of the men to whom positions were promised.

The tragedy in Main street last evening will make it necessary for the coroner, and after him the attorney general, to inquire what the street authorities have done to control the operations of the street railway, and in some instances its right has been disputed. The streets belong to pedestrians first. The city is bound to see that the cars are equipped with the best available safety devices, and that the cars are run with reasonable regard to the rights of the public. But the city has never done so.

P. J. Veniot Loses Place

P. J. Veniot, collector of customs at Bathurst during the last twelve years, has been "suspended" until further orders, for contravention of regulations in respect to elections. D. J. Hachey, formerly clerk in the store of W. J. Kent & Co., has been appointed acting collector in his place. This appointment has created a great deal of dissatisfaction among the Conservatives, as a great many were looking for the position, which is considered the most responsible and important in the county. Threats of revenge are heard among the disappointed seekers, and the dispensers of patronage realize that their troubles have just begun.

Previous to his appointment to the customs in 1909, Mr. Veniot was a member of the Provincial legislature, and owing to ill health had to retire. It is now stated that he will return to the political arena and that he will be a candidate at the next provincial election.

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CONTENTMENT

Sweet are the thoughts that savour of content.

The quiet mind is richer than a crown; Sweet are the nights in careless slumber spent.

The poor estate seems fortune's angry frown.

Such sweet content, such minds, such sleep, such bliss.

Beggars enjoy when princes oft do miss.

The homely house that harbours quiet rest;

The cottage that affords no pride nor care.

The means that greets with country musick best;

The sweet consort of mirth and musicks fare.

Obscured life sets down a type of bliss.

A minute content both crown and kingdom is.

—Robert Greene (1580).

IN LIGHTER VEN

A BIRD-LIKE FEELING.

"I feel like a bird."

"How's that?"

"De lady's bulldog made me quail."

MORE TO PICK FROM.

"It isn't always the prettiest girl who gets the best husband."

"Maybe not, but she has the most chances to."

CLEVER.

"She's a clever conversationalist."

"Very. She can even make a man who is talking about himself stop to listen."

A LITTLE SNOW EVERY SUMMER

When little Tommy Snow went to school the other morning his face beamed and he rushed up to teacher to tell her that another new baby had arrived at home.

"Well Tommy," said the teacher, "that's splendid! And how many have you now?"

"Oh he's the fourth," replied Tommy.

"We generally have a little Snow every summer, as father says."

LOOKING AHEAD.

"If we quarrel like this now, what will we do after marriage?"

"Well, if you think I'm going to rush blindly into marriage without finding out who's boss, you're mistaken."

THE BRIDGE OVER FALLS

Little progress was made at the conference between members of the provincial government and representatives of the St. John Railway Company in the city yesterday on the matter of a new Suspension bridge at the falls. Premier Fleming was authority for the statement that the company representatives were not ready to talk business when it came to paying their share of a bridge adapted for street car traffic as well as team and foot passengers, and that they pointed out that the through connection would not mean much greater revenue to them, but would be largely for the benefit of the people.

While estimates have been made up on a new bridge with no provision for street car tracks, the premier said that he was hopeful that the company would be ready to submit a proposition on the larger bridge before the next sitting of the government.

The premier left the train at Fairville in coming to the city yesterday and visited the provincial hospital on business. It was expected that he would meet a delegation from the board of trade to discuss immigration matters, as recommended at the annual meeting of the board, but there was some uncertainty as to the time at Mr. Fleming's disposal, and the council of the board did not get together.

The premier left again for Fredericton in the evening, accompanied by Hon. Robert Maxwell and Hon. John Morrey, and the government will meet at Fredericton.

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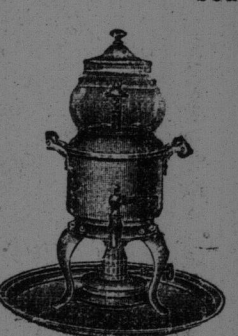


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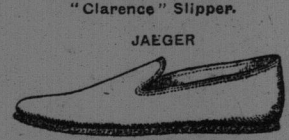
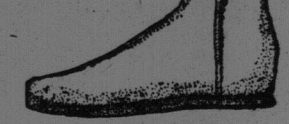
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