

The Standard



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SAINT JOHN, MONDAY MORNING, SEPT. 19, 1910

THE BRIDGES IN KINGS COUNTY.

Yet another of the string of anonymous correspondents, who have been a prominent feature in the Telegraph's singularly unsuccessful campaign of misrepresentation as to the condition of the roads and bridges of the province, is brought to book in a letter from Mr. Edward Erb, structural superintendent for Kings County, published elsewhere in this issue. On September 14, the Telegraph gave prominence to a communication signed "An Independent Kings County Voter" which was a thinly veiled attack on the Hazen government under the guise of a criticism of the condition of the Gibbon bridge in the parish of Stoddham. Mr. Erb's explanation shows this to be another of many cases where half the truth has been suppressed for the very obvious purpose of making party capital.

"Independent Kings County Voter" in his letter alleges that the Gibbon bridge is in a shameful and disgraceful condition, ready to fall into the river at any time. "It might be well to say," he adds, "this bridge was built a number of years ago by selling it at public auction to the bidder for \$85.00," and goes on to state that he has been told by the people in the neighborhood that it was repaired last year by days work, and on looking in the auditor general's report, has discovered an expenditure of \$93.64, for labor, lumber, etc., under the heading "Gibbon bridge."

"After the above expenditures," he continues, "there was a stringer chained to one side, apparently to keep it from falling into the river, and a heap of stone piled on one side of the road. The road the Gibbon bridge is on is one of the most public roads in Kings County. Although our taxes are much higher under the present administration the bridges on the Millstream are in a wretched condition from one end to the other, and all that one has to do is to drive over the road to be convinced there is something wrong."

This independent voter from Kings County is not independent enough to state the condition in which the old government left the bridge. We gather that information from Mr. Erb's report. The frame work, he says, was rotten. Neither is any mention made of the extensive repairs made to the bridge in October, 1908, within a few months of the Hazen government coming into power. Mr. Erb supplies these details in his letter. He says:—

"Referring to the Gibbon bridge which spans the Millstream, the statement made is misleading and incorrect as the bridge was repaired in October, 1908. It was all refloored and a new water course 10 feet wide, 6 feet deep was built about 75 feet north of the main structure. The embankment to the bridge which was stoned and graded for about 200 feet was carried away by the spring freshet and is what cost \$93.64."

"When rendering my account I said the frame work of the bridge was rotten and would last only a very short time. However, it carried the very heavy traffic for fifteen months after the above repairs, before the up stream stringer broke."

If this independent voter's statement had been allowed to go unchallenged, the impression would have been conveyed that no work had been done on the bridge before last year. Instead, we learn that it was refloored in 1908 and a new water course built. The item to which he referred was an expenditure on the embankment which was carried away by the spring freshet. He makes no mention of this fact. It was obviously something for which even the Hazen government could not be held responsible.

This structure is evidently a remarkably fine specimen of the bridges left as a legacy by the old government. It was in a "shameful and disgraceful condition" in 1908, if the truth were told, and was promptly repaired by Mr. Erb. The fact, as the superintendent points out in his letter, that three quarters of the bridges in this county were in a dilapidated condition, the result of neglect, and bad management of the old government, is sufficient to account for any failure during the past two years to bring them all up to a proper standard. "Independent Kings County Voter's" statement that they are in a wretched condition is, moreover, shown to be incorrect. In his own district on the Millstream, Mr. Erb reports that the Hazen government have rebuilt or have now under construction the Apsagui steel bridge; Geo. S. Sharp bridge, concrete and covered span; Lester bridge, concrete and covered span; Colman bridge; Schofield bridge, embankment 400 feet long; Kennelbridge; Keith concrete and stone culvert, and Thomas Mahoney bridge. He further states that the following bridges have been repaired:—Bell bridge, Heine bridge, Sharp Mill Pond bridge, Raymond bridge, Ryan Mill Brook bridge, Centerville bridge, Gibbon bridge, Smith bridge and Sheek bridge.

These statements of actual work done or under construction are arguments which the Telegraph with its campaign of misrepresentation and its corps of anonymous correspondents has never yet attempted to answer. A bridge or a road may still need repairs here and there. This is not denied. There is, however, one thing which stands out clearly and which the people of the province recognize. Since the Hazen government came into power an honest and determined effort has been made to improve the condition of the roads and bridges. It is a notice which is bringing results.

THE SITUATION IN SOUTH AFRICA.

The situation arising out of the result of the elections in South Africa gives promise of political trouble in the near future. The Nationalists led by Louis Botha, although partly successful at the polls, have failed to secure a majority independent of all other political forces. The Unionists under Dr. Jameson have also shown considerable strength. The elections indicate that the hope entertained that the union would remove the racial line from South African politics has not been borne out. It is practically certain that a vacancy will be found for General Botha in some safe district, and that he will resume his place at the head of the Nationalist majority. Another fight, however, seems probable before a stable administration can be secured.

Commenting upon the situation, the Mail and Empire says:—"There is, of course, great difficulty in reaching a common understanding in a country of such varied interests and such differing nationalities as South Africa. The first trouble is a racial feeling, which the war, of course, did much to aggravate. Back of this there is a dispute on the subject of ascendancy. This issue dominates the educational question, and has been a leading feature of the campaign just closed."

"There can be no question that for national reasons the Boers wish to preserve their language, and it is equally certain that the British settlers have the same desire with reference to English. A few years ago, in order to solve the language problem, one of the Boer statesmen, General Hertzog, founded a school system for the Orange Colony. Under his plan all the children were to receive instruction in both languages. English and Dutch were to be used in every school, and every teacher had to be proficient in the two tongues. The British felt that the result of this policy would be the spread of the Dutch, and the ultimate extinction of English. They, therefore, demanded the right to have separate schools of an entirely English character, a proposition which Mr. Hertzog refused to entertain. While the dispute over this matter was at its height, General Botha took Mr. Hertzog into the new Federal Cabinet, as Minister of Education, and the new Minister announced that it was his purpose to extend his school policy to all South Africa."

"This brought the educational question into the arena. The Unionists who stand for British connection, now and for all time, were not slow to take advantage of the situation. They maintained that with Mr. Hertzog in a position of importance the outlook for British interests in the new dominion was far from promising. This tended to weaken General Botha with the British element. It is probable that the efforts of the General to regain the confidence of the British voters made losses for him with the Dutch vote he had tried to win through the admission of Mr. Hertzog to the Cabinet. Thus he suffered at both ends of the line."

"The failure to settle the political issue definitely, or through the triumph of one of the political parties, is attributable to the racial difficulty of which the educational question forms a part. And the influence of the educational question in the campaign is to be laid at the door of the framers of the constitution, who failed to make that branch of administration a purely provincial affair. We in Canada have given education to the provinces as one of their exclusive objects. Had the South African statesmen followed our example they would have avoided the deadlock that now appears to be facing them."

NEW YORK VERSUS LONDON.

Judging from the figures compiled with the United States Census and New York City Health Department estimates, it is not hard to see that in the matter of population London is barely holding its own against New York. The population of London is put at 4,758,217, that of New York at 4,450,964. Although London has been growing rapidly during the last ten years, the former city is largely dependent for the increase on the country districts of the United Kingdom, while New York has gained more quickly still owing to her enormous and continual immigration from Europe.

A census taken as of June 1, 1911, may quite possibly show that New York will then have a slight lead in the number of its inhabitants. If, however, the English metropolis were to take in some of its outlying territory, it would soon have a substantial lead, since the area of London is only 24,000 acres, compared with more than 200,000 acres, which is the area of the American city. The different methods of taxation make it impossible to obtain any close comparison between the two, but the tax receipts amount to \$116 a head in London and \$145 in New York.

In the matter of fire protection, the English capital maintains less than half the number of engines kept by the American; has only a quarter of the number of fires, and the cost of maintenance per head is only 25 cents, against the American's two dollars. This may perhaps be accounted for by the fact that London has stricter building regulations, more nearly fire-proof buildings, and observes greater precaution in the prevention of fires.

The English city has 17,000 police to the 9,000 at New York, but these figures include the Metropolitan district, which is double the size of Greater New York. This works out at twenty-three bluecoats for every 10,000 people in London and twenty-one for the same number in New York.

The common drinking cup has been denounced as insanitary, and in most places of public resort sanitary drinking fountains have been provided. In Massachusetts legislation has been passed forbidding the use of the common drinking cup after October 1. The parks, streets, schools, and outdoor drinking fountains generally will be provided with "bubblers," and hotels, theatres, railway stations and cars must provide some substitute for the old-fashioned common cup, under penalty of a fine of twenty-five dollars for each case of neglect. The act under which this provision is made was designed to check the spread of communicable disease.

CURRENT COMMENT

(Kingston Standard.)

Recently the United States government pure food officials seized some 70,000 ice cream cones and ordered their destruction as unfit for human food. This was made out of what is termed "filler," which is described as "something looking like colored starch and with a fish-market odor." The instructions for use read:—"To one gallon of milk or cream add two ounces of 'filler' and four even teaspoons of granulated sugar. This gives five gallons of delicious ice cream." We suppose the rest of the five gallons is made of water. Has any of this "filler" reached Canada yet?

(Dundas Banner.)

Dundas is a dogless town, or nearly so, as a result of the order issued jointly by the provincial and federal health departments last spring and faithfully enforced by the local police and the co-operation of the people. Everybody seems pleased with the new conditions, and even those who at first were inclined to oppose the order are now united in declaring that Dundas is ever so much better with the dog population cut down to small limits.

THE DEATH SONG

A chill in the air;
A scowl on the sky;
Within all despair;
Without all a sigh.

A presage of harm;
A triumph of doubt;
The cheer and the charm
Of the world gone out.

Did the scared earth quake?
Was the light all shed?
Did the day's heart break
And was the great Pan dead?

No, the dawn grew dark
And the wet wind cried;
The lilt of the lark
And the hurt love died.

The sorrow and sin
From memory spurn,
And cover them in
Oblivion's urn.
Edward N. Pomeroy.

THEN IT HAPPENED

(Our Daily Discontinued Story.)



Curtis Catchem was a heart-breaker.

Also, Curtis was the ready penman for you. Curtis could write love letters that were literary gems.

One day he wrote two love letters. One was to Thelma and the other to Hildegard.

Hildegard got Thelma's and Thelma got Hildegard's.

What Curtis got, he got in the neck.

(The End.)

FRANK OLIVER MAY RETIRE

Reported That Minister of Interior May Get One of Vacant Governorships in the West.

Ottawa, September 17.—Two governorships are among the political prizes soon to be awarded by the Dominion Government. Hon. A. E. Forster and Hon. G. H. V. Bulyea have served the full term of five years as lieutenant-governors of Saskatchewan and Alberta respectively. It is not believed that either of these gentlemen will be re-appointed.

Mr. Forster has occupied the Government house at Regina since 1897, having served as lieutenant-governor of the Northwest Territory prior to the passage of the autonomy bills. It is understood that he intends to take up his residence in Montreal.

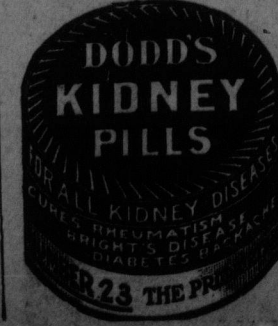
The leading candidates for the governorship of Saskatchewan are Mr. George Brown, of Regina, and Mr. J. J. Turfitt, M. P. for East Assiniboia. The former has the backing of the Scott Government, while Mr. Turfitt is recommended by all the Liberal members of Parliament for Saskatchewan.

In Alberta the situation derives interest from the probable retirement of Hon. Frank Oliver from the Cabinet. It is generally believed that sharp differences of opinion exist between Mr. Oliver and his colleagues respecting questions of policy in the administration of the Department of the Interior.

The minister's regulations in regard to immigration were modified by the government during his absence in the Yukon, and it is currently reported that differences of opinion as to the proper method of allotment of homesteads in the railway belt of British Columbia terminated a few weeks ago in an interview between Mr. Oliver and Sir Wilfrid Laurier at Kamloops, B. C. in the course of which the former tendered his resignation.

The resignation was not accepted at that time, but there is every reason to believe that within the next few months Mr. Oliver will be succeeded in the Cabinet by Premier Sifton, of Alberta. There is, none the less, every disposition on the part of the government to part with Mr. Oliver on good terms, and there is authority for the statement that the minister has the refusal of the governorship of Alberta.

Seward, Alaska, Sept. 17.—Prospectors returning from Knikarm, a branch of Cook's Inlet, report the discovery of an immense field of bituminous coal that promises to be one of the most valuable in the country.



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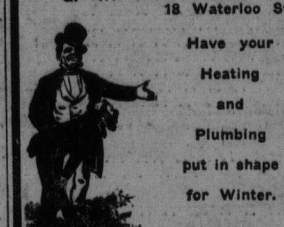
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MYSTERY NOT YET CLEARED

Waterborough, Q. C., Sept. 15.—Samuel N. Nelson an old and highly respected resident passed away on Wednesday morning the 14th inst at the age of seventy-one, leaving a widow, one daughter, and two sons. The sons are Isaac Nelson, of N. B., John Nelson of Boston, and the daughter, Mrs. Arthur of Nova Scotia.

Mr. Nelson had been in failing health for over three years, having had three strokes of paralysis. The funeral will take place tomorrow afternoon from his late residence, at 3 o'clock. Interment will be made in the Methodist Cemetery at Young's Cove.

Mrs. E. Stone Wiggins, accompanied by her sister, Miss Stella Wiggins, left for Ottawa this morning where they will remain for some time.

Mr. and Mrs. Robert Duncan are the guests of Mr. and Mrs. Thos. M. Wiggins.

Mrs. A. D. Branscombe of Amherst N. S. is visiting Mr. and Mrs. Thos. M. Wiggins.

Miss Hattie Orchard, of Bar Harbor, Maine, is visiting Mr. and Mrs. G. H. Matt.

Mrs. Maurice Burtt and daughter, Miss Bessie, who spent a few days visiting relatives here, returned to their home in Bridgewater, Me., by the May Queen this morning.

Mr. Stephen Wiggins, of Houlton, Me., spent a few days visiting relatives here, and left by train for his home yesterday.

F. U. Maxon, of Fredericton, passed through here in the interest of the Singer Sewing Machine Company, of which he is manager for this section.

Mr. and Mrs. James Gale, of Westboro, Mass., are spending some time visiting relatives here.

Mr. James Kelley, our popular blacksmith, intends leaving in a few weeks for British Columbia, where he will reside. He will be greatly missed by the many patrons and friends who wish him every success.

Mr. Archie Ferris of Chipman, is visiting his parents, Mr. and Mrs. Duncan Ferris.

Miss Louise Wiggins, second daughter of Mr. and Mrs. Thos. M. Wiggins, is attending the Victoria School in St. John.

continent. In many of these establishments, he declared, there was a house detective on every floor, who while his presence is not obtrusive to honest guests, is exceedingly inconvenient to those who are not.