

SIDE-TRACKING DEFECTS IN THE COMMISSION PLAN

Objections Answered by Misleading Statements--Simply "a Small Committee"--Radical Change by Combining Legislative and Executive Powers Not Touched Upon. How it Works in Des Moines

Judging by information contained in a series of questions and answers relating to the commission plan published in the Telegraph and the Times, it must be assumed that the work of "enlightening" the citizens on the form of civic government proposed for St. John has begun by the most approved partisan method of emphasizing all that is desirable the people should know, and leaving the undesirable features to be discovered afterwards. The questions are not searching, but are eminently fair and reasonable. They raise points that any intelligent man interested in the welfare of his city would naturally ask; the replies, which are conspicuously described as "convincing answers to objections to the commission plan," unfortunately deal only in generalities, and are exactly the kind of soothing medicine best calculated to lull the electorate to sleep until the job is done.

Now if this plan of civic government is sound, no amount of honest criticism can harm it. It will be useless for the Times on the present occasion to scream "The work of the commission plan is a radical change in the form of government, and it is a change which can be readily substantiated. The particular point we propose to discuss arises out of the fundamental principles of commission government that both legislative and executive powers are conferred on the commission. Each commissioner is not only head of a department, but is also a legislator. Under government by common council, or by board of control, these powers are separated. Taking the first question and answer submitted by the Telegraph and Times in their crusade of enlightenment, we read: "Question:—Does not the commission plan propose to abolish the mayor and aldermen?" "Answer:—Not at all. It is simply supplanting a large committee by a small committee."

The answer is very soothing, but from the explanation given above, it will be seen that it is entirely misleading and incorrect. The change is very radical. In place of a mayor and aldermen, whose powers are purely legislative, and who do not appoint, suspend, or dismiss any officials except the heads of departments, there is established an autocratic body of five men who will combine the legislative and executive powers, including the patronage, and, as a council, will pass judgment on their own acts as individual commissioners. In practice this has led to endless confusion.

How it Works in Des Moines. Let us see how it has worked out in Des Moines. The commission plan was adopted in March 1908. Giving it fifteen months' trial to round off the raw edges, we find in June 1909 "There has been constant wrangling between the Superintendent of Public Safety and the Police Judge, with threats of removing the judge. The Superintendent of Public Safety naturally becomes the prosecuting witness, as the Police Department makes all arrests, and is naturally very desirous of convictions." The point to be observed is that under the commission plan, the superintendent or commissioner of public safety had the power of dismissing the police judge, and was threatening to do it because he could not get convictions when he appeared before his subordinate, as a prosecuting witness. That is a very radical change, something more than just a change of name. It is a change of power, and will hardly be an improvement on the present system in St. John.

In another instance the Superintendent of Public Safety was criticized in the press for selling some old junk and not turning in the proceeds. The matter was referred to an opinion to the city solicitor, who advised the Superintendent himself helped to appoint. The city solicitor made some excuse that it was doubtful to whom the junk belonged, and advised the commissioner to pay the money in promptly. Then we have the city carpenter resigning "in disgust" saying that "every time he picked up a saw under the direction of the Street Commissioner, Commissioner Hamery would tell him to drop it and pick up a hammer." Commissioner Hamery, it may be recalled, has the reputation of being "the most astute politician in the city and state," and from other indications is "the boss" of the council.

The Standard has already given an instance where this commissioner, who is spoken of as controlling the council, dismissed the police matron, in spite of the appeal of 126 of the prominent women of Des Moines, and of the woman's complete vindication before a higher court. Only An Experiment. Sufficient has been quoted to show the abuses which result from combining the legislative and executive functions in one individual, which is a feature of this form of government, that is not yet a three year old experiment. The patronage system, with the commissioners running elections, on the one hand, and while at the same time they hold the whip hand over all the employees they appoint or dismiss, is another objectionable feature. It is not to be expected that cities which have adopted commission will go crying to the world about their troubles, neither is it to be expected that the advocates of government by commission for St. John would expose the flaws in the system to the gaze of the electorate. The Standard believes it is only fair to point out that these flaws exist in order that the citizens may weigh well whether or not the introduction of such a system will work for better government in St. John.

In conclusion, the following quotation from Plain Talk, a journal published in Des Moines is to the point: "The benefits and safety of a council are the supreme safeguards of a city democracy, precisely as a board of directors is the guardian of the interests of depositors and stock holders of a corporation. A council cannot get along with one-man power more safely than banks or corporations can afford to dispense with their directors. We can't get perfection, with human nature and human interests what they are and are likely to be."

SUPPER PREPARED FOR DEAD FATHER James Macneil of Port Hood Crushed under Fall of Stone in Glace Bay Mine--Daughter Waiting.

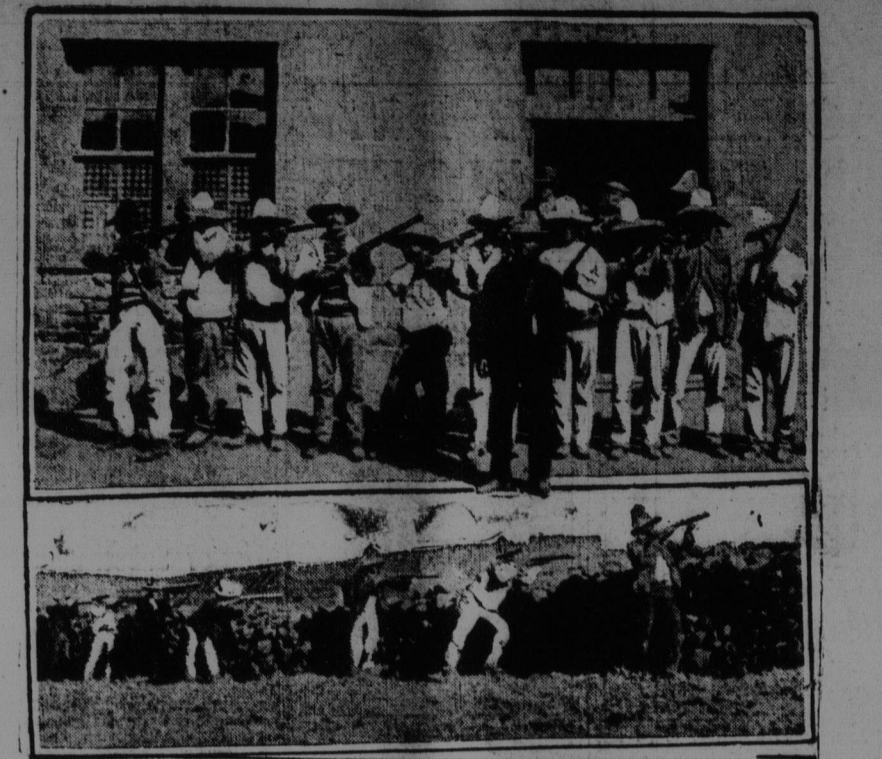
CARNEGIE MAKES ANOTHER FIFT London, Jan. 31.—It was learned that Andrew Carnegie has donated an additional \$1,500,000 in furtherance of philanthropies at his birthplace, Drumheller, Scotland.

Queens County Lodge. Petersburg, Jan. 29.—At the L. O. A. county lodge Queens West annual meeting in No. 4 Orange hall, the following officers were elected: W. M.—Rev. R. W. Colston. D. M.—David O. Nickerson. Chap.—John Wilson. R. Sec.—Geo. M. Corbett. Treas.—Geo. H. Allingham. Fin. Sec.—Samuel W. McCallum. D. C.—John P. McKenney. Lecturer—Clifford Golding. D. L.—Robert J. Scribner, Byron T. Clarke.

The Passion Play in St. John. Before a very large audience in St. Andrew's church last evening Rev. David Lang who was introduced by George Robertson, gave a most interesting and impressive lecture on the Passion Play as witnessed by him at Oberammergau last year. The lecturer explained how this play, given every 10 years, originated and told of how the different characters were chosen from among the peasants of the small Bavarian village on which the eyes of the world are focused during the season in which the play is portrayed. The lecture was illustrated by some 70 views, many of them taken by Mr. Lang. They were beautiful and exceedingly impressive. The organ was ably handled by Mr. Emery and Fred T. McKean sang a solo which was rendered in his usual effective manner. At the close a vote of thanks was moved by Rev. G. M. Campbell and seconded by C. B. Lockhart. The ladies of the Beneficent Society of the church under whose auspices the lecture was held are to be congratulated at its success.

LATE SHIPPING. Cape Race, Feb. 1.—Allan liner S. S. Sardinian, from London and Havre for St. John N. B., in wireless communication with the Marconi station here when 245 miles southeast at 5:20 p.m. Stmr. Empress of Ireland, Liverpool for Halifax, and St. John, N.B., in wireless communication with the Marconi station here when 306 miles east at 9:30 p.m. Vineyard Haven, Mass., Jan. 31.—Arr'd schr Manuel R. Cusa, New York for Calais, Me. Cape Race, Nfld., Jan. 31.—Stmr Lusitania, Liverpool and Queenstown for New York in wireless communication with the Marconi station here when 11 p. m., will dock about 9 a. m. Friday.

Federal Troops Outnumbered Are in Danger of Anihilation



At Top—A Squad of Insurrectos of Rebels Intrenched Near the City of Presidio, Tex., Jan. 31.—Outgeneralled and defeated with more than 100 soldiers killed in battle, the federal forces of General Luque are divided and cooped up in the towns of Oginaga and Cuchillo Parrado. The Insurrectos occupy every road leading into both towns and will not permit provisions or forage to be carried in. Last night the camp fires of the rebels were visible from Presidio and the rebels could be seen patrolling the roads within five miles of Oginaga across the river from this place. Rebel Leader in U. S. Washington, D. C., Jan. 31.—Gustav A. Madero, brother of the revolutionist leader in Mexico, arrived in Washington today from San Antonio, Mexico, where he has been in close communication with the movements of the Mexican insurgents. Senator Madero declared that within the last month the army of the insurgents had increased from 5,000 to 12,000.

Photographed at Ranch House in Chihuahua State. Below—Skirmish Line Gomez Palacio.

Government in Desperation Over Fielding Testimonial

Continued from page 1. He went on to complain of Mr. Boyce's method of bringing the matter forward. Mr. Boyce—It is the same method as was adopted by Sir Richard Cartwright, and it is not moved as a want of confidence motion. Sir Wilfrid Laurier replied that the present session was not so advanced as that of 1891 when Sir Richard Cartwright moved his amendment, moreover the second portion of the resolution was couched in offensive terms. Mr. Boyce pointed out that it was largely a quotation from Sir Wilfrid Laurier's speech in 1891. The Premier held that there was nothing to do but to vote the amendment down. Struggling Hard. Mr. Borden said that he had seen Sir Wilfrid Laurier in a tight place in many occasions, but he had never seen him struggle so hard as on this one. The Premier's two arguments were: 1. Sir Richard Cartwright had offered his motion four months after the session opened and Mr. Boyce offered his two months after it opened. 2. The testimonial to Sir Hector Langevin had been attacked by a government paper and that to Mr. Fielding was being advanced in a paper which he had advanced in the House and so did not form part of parliamentary law. His next allusion Mr. Fielding said that no Conservative would say that he was capable of a mean act. He had violated no code of honor and no principle of honesty. Tomorrow the name of W. S. Fielding would be dearer to the people than it was today.

Ottawas and Wanderers for New York. Ottawa, Jan. 31.—It is practically settled that the Ottawas and Wanderer teams will play a series of exhibition games in New York in March. Secretary Martin Rosenthal of the Ottawas has been in communication with the officers of the St. Nicholas Rink Co., of New York, and in consequence everything is about arranged. The games will take place immediately after the close of the National Association schedule and the series will be for a purse of \$1,000. LATE SHIPPING. Cape Race, Feb. 1.—Allan liner S. S. Sardinian, from London and Havre for St. John N. B., in wireless communication with the Marconi station here when 245 miles southeast at 5:20 p.m. Stmr. Empress of Ireland, Liverpool for Halifax, and St. John, N.B., in wireless communication with the Marconi station here when 306 miles east at 9:30 p.m. Vineyard Haven, Mass., Jan. 31.—Arr'd schr Manuel R. Cusa, New York for Calais, Me. Cape Race, Nfld., Jan. 31.—Stmr Lusitania, Liverpool and Queenstown for New York in wireless communication with the Marconi station here when 11 p. m., will dock about 9 a. m. Friday.

WOMEN WATTEED BOXING BOUTS London, Jan. 31.—The presence of many women at a recent boxing contest at Olympia has revived the question, Is it a good or proper place for them? Eugene Corri, the well known referee, says that "while the presence of women in London is rather unusual, in Paris they attend boxing contests in large numbers and take a keen interest in the sport. "Ten years ago in this country," he went on, "one would not have seen a woman at the ringside, but women are getting more fond of many sports than they used to be. They play at so many things themselves now—hockey, lacrosse, tennis and the like—that they are beginning to appreciate the value of muscular development. After all, many women, go to see football matches, and at Rugby the players often get much more seriously hurt than do boxers. I cannot see why women should not go to boxing contests when they are properly conducted. A womanly woman admires a manly man, and I am sure it makes women better sportsmen and comrades when they take an interest in the manly art of boxing. "Times change, and women with them. In the old days they were hidden at home and never heard of, but," concluded Mr. Corri, "it is better for both men and women when women like the sports and pastimes that men like."

Varsity Wins at New York in Tame Game. New York, Jan. 31.—The University of Toronto defeated the New York Athletic Club team in a tame hockey game last night by the score of 6 to 5. In the first half New York outplayed the visitors, scoring three goals to 2. In the second half, Mills of the New York A. C. was penalized twice for tripping and during his absence Toronto succeeded in caging the puck four times while New York scored twice.

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OBITUARY. Capt. Edwin C. Glasgow. Yesterday afternoon Mrs. Edwin C. Glasgow of 236 St. James Street, West End, received a calligram from Havana with the news that her husband had died. He was very well known in the city. For years he has been employed as watchman and this season has been in that position on board the steamer Eiko, running from the Florida coast to Havana. He was stricken with paralysis and did not recover. The deceased was about 60 years of age and leaves a widow but no family. H. Adam Glasgow, the ex-superintendent of the ferry service, is a brother. Mrs. Anthony Atcheson of 32 Protection Street, West End, is a sister, and there is a brother Alfred residing in the west.

UNEARTH MATERIAL FOR CIVIC INVESTIGATION

Continued from page 1. West Side. The engineer made no recommendation. Ald. McLeod observed that there was a dispute between the city and the C. P. R. over tolls on freight land, ed at No. 6, and trucked to the government extension. The C. P. R. refused to pay the city top wharfage on this freight. Collector Alward said the city was entitled to tolls, but it was difficult to tell just how much, and the C. P. R. was not willing to pay. Ald. McLeod—"It amounts to this. The C. P. R. is robbing the city of its tolls." Ald. Hayes moved that the request of the government engineer for additional frontage be not complied with. Ald. Elkin said the government's request was reasonable. He wanted more space to provide a passage to its property. "If you want my opinion on the question of tolls—"Are you speaking as an alderman, or as an agent of the government?" Ald. Elkin said the cargo of the Mount Temple was put in the extension of No. 6 without leave. He intended to collect top wharfage on the goods. He thought the city should have seen that the goods, which were landed on the city's wharf paid tolls. Mr. Newcomb told him that by having the extension the C. P. R. had gained two days. The Harbor Master said No. 6 warehouse was not overcrowded. The goods had been landed in No. 6, and then removed to the extension. The Engineer—"Was it not the case that the railway did not provide for the removal of the freight from No. 6 fast enough?" Ald. Jones thought they ought to close the doors. The city was apparently only providing facilities to land goods which paid storage in other sheds. Ald. Potts said it looked as if the government was stealing the city's top wharfage. Ald. Elkin took exception to this. The government was not a thief. Ald. Potts should withdraw that remark. Ald. Hayes' motion to refuse the government's request was adopted.

Up to the Government. The chairman said there was no protection for the second floor of the immigration shed—not even a water bucket. He had complained to the Dominion authorities. He thought the Dominion government would purchase a fire boat before long to protect its West side property. Ald. Smith—"What protection was there when the hose was frozen up and being used on the Manchester boat?" The Engineer—"I have bought some hose for such emergencies." Ald. Smith said there was no proper fire appliances for the West side sheds. The chief of the fire department had told him that the sheds were not protected, and that there ought to be a monitor nozzle in each of the sheds. If it started they would not get more money from the government for their West side facilities. He moved that a small committee be appointed to look into the question of providing better fire protection. The chairman said he was surprised at the statements attributed to the fire chief. The engineer remarked that the fire appliances had put out the fire in the cotton in the ship before the fire brigade could arrive on the scene. Only one line of hose had been used, with dry hose. The chairman said the fire chief should come before the board with such charges, and not indulge in street service. After some further discussion a committee consisting of Ald. White, Elkin, Hayes and Jones was appointed to report on the condition of the fire fighting apparatus in the West side sheds. Ald. Elkin said there should be a sprinkler on the immigration shed. Ald. McLeod said there was no use to discuss the question of erecting a sprinkler until they had a better water pressure.

Permanent Paving. The question of mapping out a programme of permanent paving works was taken up. The engineer recommended that work be started on Pond, Nelson, Dock and Mill streets this spring. He estimated the cost of paving these streets as follows: Pond, \$35,000. Nelson, 12,000. Dock, 10,000. Mill, 29,000. \$90,000. The engineer expressed the opinion that the I. C. R. could be induced to bear a portion of the cost of paving Mill and Dock streets. Ald. Willet said the city was already pledged to pave Pond and Nelson streets. Ald. Hayes said that before asking for tenders to pave Mill street they should find out whether they could get permission from the C. P. R. to widen the street. The engineer said the matter of widening the street need not prevent them going ahead with the work of paving. Ald. Jones thought they might try to find some cheaper pavement than granite. Ald. McLeod wanted to know whether the sewers and water pipes in Mill street were in good condition. The engineer said he was making recommendations in regard to the sewer and water mains to the Water and Sewerage Board. Ald. Sproul moved that a small committee be appointed to look into the matter and report on the advisability of paving the streets mentioned by the engineer. Ald. Elkin moved that tenders be called for Pond and Nelson streets, and that the question of paving the other two streets be laid over. After further discussion, Ald. Sproul's motion to appoint a special committee to look into the matter was adopted. Ald. Sproul, Willet, Likely were appointed to the committee, with instructions to report to the next meeting of the council.

Wharf Frontage. The Public Works Department of Canada asked for an extension of wharf frontage at No. 6 pier on the West Side. The engineer made no recommendation. Ald. McLeod observed that there was a dispute between the city and the C. P. R. over tolls on freight land, ed at No. 6, and trucked to the government extension. The C. P. R. refused to pay the city top wharfage on this freight. Collector Alward said the city was entitled to tolls, but it was difficult to tell just how much, and the C. P. R. was not willing to pay. Ald. McLeod—"It amounts to this. The C. P. R. is robbing the city of its tolls." Ald. Hayes moved that the request of the government engineer for additional frontage be not complied with. Ald. Elkin said the government's request was reasonable. He wanted more space to provide a passage to its property. "If you want my opinion on the question of tolls—"Are you speaking as an alderman, or as an agent of the government?" Ald. Elkin said the cargo of the Mount Temple was put in the extension of No. 6 without leave. He intended to collect top wharfage on the goods. He thought the city should have seen that the goods, which were landed on the city's wharf paid tolls. Mr. Newcomb told him that by having the extension the C. P. R. had gained two days. The Harbor Master said No. 6 warehouse was not overcrowded. The goods had been landed in No. 6, and then removed to the extension. The Engineer—"Was it not the case that the railway did not provide for the removal of the freight from No. 6 fast enough?" Ald. Jones thought they ought to close the doors. The city was apparently only providing facilities to land goods which paid storage in other sheds. Ald. Potts said it looked as if the government was stealing the city's top wharfage. Ald. Elkin took exception to this. The government was not a thief. Ald. Potts should withdraw that remark. Ald. Hayes' motion to refuse the government's request was adopted.

WEDDINGS. Lawson-Evans. A pretty wedding was solemnized last evening when Mary Ellen Evans of 35 St. Andrew's street, was united in marriage to G. G. Melbourne Lawson of British street, the ceremony which took place at the residence of the groom's brother, D. M. Lawson of 149 British street, was performed by Rev. H. A. Cady of St. James church. The bride who was given away by her father, Richard Evans, wore a pretty costume of white lace net and carried a bouquet of white roses. Miss Mary Lawson acted as bridesmaid and the present pleasantly spent. The bride was the recipient of many beautiful gifts, including a silver scalloped dish from her associates of the N. B. Telephone Exchange, several of whom attended the wedding and joined in the hearty good wishes for the future happy life of the young couple. The engineer said the matter of widening the street need not prevent them going ahead with the work of paving. Ald. Jones thought they might try to find some cheaper pavement than granite. Ald. McLeod wanted to know whether the sewers and water pipes in Mill street were in good condition. The engineer said he was making recommendations in regard to the sewer and water mains to the Water and Sewerage Board. Ald. Sproul moved that a small committee be appointed to look into the matter and report on the advisability of paving the streets mentioned by the engineer. Ald. Elkin moved that tenders be called for Pond and Nelson streets, and that the question of paving the other two streets be laid over. After further discussion, Ald. Sproul's motion to appoint a special committee to look into the matter was adopted. Ald. Sproul, Willet, Likely were appointed to the committee, with instructions to report to the next meeting of the council.

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