

The Standard



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SAINT JOHN, FRIDAY MORNING, SEPT. 2, 1910.

MR. BENTLEY'S HALF-HEARTED REPENTANCE.

The well-founded complaints, which were referred to in The Standard, that the highway to St. Martins was being obstructed and rendered dangerous by piles of pulp-wood owned by Mr. A. F. Bentley, M. P., has brought a reply from that gentleman which was published yesterday. The member for St. John County starts by admitting that he has been yarding out a quantity of lumber and wood and piling it at points along the highway, and then proceeds to excuse himself for breaking the law by a series of statements which are as ingenious as they are inaccurate. We propose to examine them in some detail. The light of publicity which has been turned on Mr. Bentley's activities by The Standard has already been productive of some good. It has secured an admission of his guilt, and there is even a suggestion in his letter that he will remove the obstructions from the highway, which is a hopeful sign of tardy repentance.

After admitting that, in common with other lumber operators in the district owing to lack of snow for hauling last winter, he was compelled to yard out a quantity of lumber and wood and pile it at points along the highway where it would be possible to load it on wagons, Mr. Bentley plaintively asks why he has been singled out as a public offender. The complaints were made against Mr. Bentley. It is his pulp-wood that is obstructing the road to St. Martins. If there are others breaking the law on this highway, perhaps Mr. Bentley will supply their names. Suppose there are. Is that any excuse why the representative of the people in the legislature, who is supposed to assist in making the laws, should be the most flagrant offender in disregarding them, when it suits his convenience? The law is no respecter of persons, but, so far, it has been extremely lenient with Mr. Bentley.

He continues:—"That the public have been inconvenienced or endangered by this wood, I deny. The road in that locality is very little travelled, not more than five or six teams on an average passing each way in twenty-four hours." And at the close of his letter Mr. Bentley adds that he does not believe any general complaint has been made.

We have before us the copy of a letter from a resident in the district dated June 15, 1910, and addressed to Hon. Robert Maxwell, which says:

"Mr. Bentley has not removed any of the wood he has piled in the road through the Hibernian Settlement. Mr. Robinson notified him, and I spoke to him about it, but he has not paid any attention to it. I measured it and some places it is only 8 ft. across the road-way, which is too narrow for traffic, and there are many complaints, one man, Mr. Rankine, had his carriage broken by striking this pile of wood. It would be well to make him move it, that the travel may not be endangered."

Here is another communication from Tynemouth Creek dated July 8:-

"In coming home from Ben Lomond the other night my team came near having a smash up owing to the road being blocked up with pulp-wood in the Hibernian woods. The road is only 8 ft. wide. Has this road been sold to the pulp people as they seem to own it? It has been in this condition since last winter. I suppose after some one is killed, or badly injured, your people will wake up to the fact of having the road opened up. Kindly give this matter your attention."

Again on May 4 from the same neighborhood a resident writes:-

"On the middle road from Gillis' Post Office to Robinson's, some three miles, Bentley has the road full of pulp-wood and logs piled on both sides of the road, and just room for a team to get through. The road is ruined and \$500 would not repair it."

These are only samples, but they may serve to convince Mr. Bentley that his constituents do not share with him the idea which he professes to entertain that the public have not been "inconvenienced or endangered," or that no general complaint has been made. The whole district is full of complaints. As to Mr. Bentley's statement that the road is very little travelled, that is a ridiculous excuse on the face of it. The obstructions are on the main highway to St. Martins and the road is in frequent use daily.

We now come to a statement which is evidently regarded as a strong argument in Mr. Bentley's favor, for the Times, which rushes with unseemly haste to defend him, seizes on it with avidity:—"A part of the wood in question," he says, "I bought from Mr. Robinson, road commissioner. Mr. Robinson cut this wood from his own lands and piled it on the sides of the highway. Where I bought it, and in no case is the wood cut from my own land, piled any nearer the road than are these piles of Robinson wood."

According to this line of reasoning if Mr. Bentley sold the editor of the Times a load of wood and dumped it in front of his door, which is not unfrequently done, the editor of the Times, if he were so absent-minded as to leave it there for a week or so, could disclaim any responsibility for obstructing the highway. It is true it was Mr. Bentley's wood once, but that would hardly reconcile him to paying the editor's fine in the police court. Mr. Robinson sold the pulp-wood to Mr. Bentley months ago. If it had remained Mr. Robinson's it would have been removed. The argument is altogether too thin. It is Mr. Bentley who is obstructing the highway with his pulp-wood, not some former owner.

Referring to the statement in The Standard that the wood had prevented repairs to the road, Mr. Bentley says:—"I told Mr. Robinson if there was any wood in his way when repairing the road to have his men move it and I would pay the cost, which he agreed to." It

is no part of a road commissioner's work to remove obstructions such as Mr. Bentley has placed on this highway. It only needs a glance at the pictures which were published in The Standard to convince any impartial observer that no temporary expedient would meet the case.

Mr. Bentley's excuse for not moving the wood himself is that there are four miles of extremely bad road between the place where the wood is piled and Tynemouth Creek in Mr. Robinson's parish, upon which not a single day's statute labor or a single dollar has been expended during the present season, except what he had paid for. "These four miles of road," he adds, "have been practically impassable all summer for heavily loaded teams and this fact accounts for the wood remaining where it is."

It would have been more honest if Mr. Bentley had also enlightened the public mind to the fact that these "four miles of extremely bad road" were rendered "practically impassable all summer" by his own teams hauling lumber over it in the early spring. With this experience to guide him Mr. Robinson seems quite justified in refusing to make repairs until Mr. Bentley had finished his hauling.

But the member for St. John County, despite all his faulty arguments to bolster up an untenable position, shows at the close of his letter that he realizes at last that it is time to reform. After depriving the people of the full use of their highway for nearly six months he is going to remove his pulp-wood. It seems as if the visit of a representative of this paper last week to take photographs of the obstructions and make some inquiries has had some effect. For two days now Mr. Bentley tells us he has had a crew of his own men at work on the highway to Tynemouth Creek trying to make it fit to haul his pulp-wood. These signs of repentance on Mr. Bentley's part will no doubt be watched with interest by his constituents. He may in time remove the pulp-wood, but he cannot remove the conviction, which has been growing stronger all these months, that where the people's interests are concerned he has proved himself a failure as their representative.

GENERAL BADEN-POWELL.

The unquestioned success of the Boy Scout movement in Great Britain, a success which bids fair to be duplicated in Canada, is a curious commentary, says the Manitoba Free Press, on the attitude of the public when its sympathies are touched in the right way at the right time and by the right man. In an age when every tendency toward militarism is regarded with covert, if not open suspicion, when peace conferences excite more general interest than rumors of war, and when the only ground upon which the expenditure for added armaments can be popularly justified, is the argument that thereby war may be averted, it is of more than passing interest to observe that a movement such as that instituted by General Baden-Powell has won almost instant approval.

The explanation lies in the personality of the man behind the movement. Baden-Powell declared at the outset that the underlying idea of the Boy Scout training was the making of better citizens. He does not aim to make soldiers of the boys, but he does aim to cultivate a spirit of self-reliance, and an ability to take care of one's self under almost any circumstances, whether at home or in the field. The training of the boys does not interfere with their studies or their work. It is done outside of school or work hours, and is designed to be so interesting that it will take the place of aimless play or harmful loafing. General Baden-Powell is being taken at his word. The movement has general and popular support, and tradesmen and professional men are willingly doing their part by imparting to the boys a working knowledge of such parts of their business as will help them in qualifying as scouts and all-round handy men.

General Baden-Powell is among the most popular of the military heroes of the Empire. He is one of the men who have done things, a warrior of a distinct type who has never been found by book precedent, and who has gone into the field and beaten Matabele and Boer at their own game. This master scout has outscouted the savages and the born plainsmen. His achievement at Mafeking touched popular sentiment as did possibly no other incident in the Boer War.

A SPECIMEN COMPLAINT.

The sapient St. John Telegraph gives editorial prominence, says the Moncton Times, to the letter of one W. Teed Inch, of New Jerusalem, Queens county, who calls attention to a stretch of four miles of road in that section of country that "has not had \$50 spent on it in twenty years." It is quite possible that there are some roads that have not received the necessary attention since the advent of the Hazen government to power, though it is hoped to get around to all of them before very long. But if Mr. W. Teed Inch and the Telegraph had stopped to think for a moment they must have seen that if this road has not had fifty dollars spent on it in the last twenty years, the onus of blame is on Mr. Hazen's predecessors, who were in power for eighteen years of that time.

The trouble is that all the roads and bridges were in such a dilapidated condition when Mr. Hazen reached power that it has been humanly impossible, with the limited revenue of the province, to get round to all of them as yet. Mr. Hazen has been in power but a little over two years, which is not a long time to overcome the effects of twenty years of neglect.

In the natural order of things it was necessary first to get the bridges in shape and then the more important highways. Before the Hazen government's first term is up it is hoped there will not be many places of road, even in the most remote and thinly settled districts, that will not have been put in a fairly passable condition. This can only be done, of course, with the assistance of the parish councillors who under the new law comprise the majority of all highway boards.

CURRENT COMMENT

(North Shore Leader.)

In contrast to the St. John Telegraph's continual outbursts over the condition of the roads and bridges, Mr. Ernest Hutchison of Miramichi, after an extended tour, pronounces the highways in good condition. When statements come from such an authority as Mr. Hutchison, who is moreover an admittedly impartial judge, one must accord them with a great deal of authenticity. Of the condition of the highways he says, "The roads are in a very fair condition. Seventy-five per cent. of the roads were good." Mr. Hutchison travels by far a greater distance on the roads in one week than the Telegraph's editor, reportorial staff, and the complete Canterbury street outfit travel in a year. Yet, the obliging editor will repeatedly submit to the public anonymous communications and periodically present photographs of bridges. The absurdity of the situation is truly interesting. Once again the tactics of the Telegraph are exposed. Another point is scored for the Public Works Department. Such opinions as those of Mr. Hutchison are valuable assets in the discussion of the situation. They are strong forecasts of the possible achievements of still greater results by the local government.

ASEPTO SOAP POWDER
sweetens the home
ASK YOUR GROCER

THE THIEF

Did you see the rascal with the rain-gray eyes?
He robbed me of my happiness before I knew its worth.
He stole into my garden and took it by surprise.
When midnight hid his wicked ways upon the sleeping earth.
How shall I arrest him, for he took away my Spring—
Took away my April 'neath his cloak of steaming rain.
Then, without a pang,
A choir of birds that sing,
Nothing will content me, for I want my Spring again.
—Helen Hay Whitney, in Collier's Weekly.

BRILLIANTS

Keep pure thy soul!
Then shalt thou take the whole
Of delight:
Then, without a pang,
Thine shall be all of beauty whereof the poet sang—
The perfume and the pageant, the melody, the mirth
Of the golden day and the starry night;
Of heaven, and of earth.
Oh, keep pure thy soul!
—Richard Watson Gilder.

WHEN?

Suez was cut and Cenis b'd,
McKinley top'd and Dover soar'd,
And Kendall's (1) clue o'er ocean flew
To Scotland Yard that prompted Dew (2).

To action grave in law's regard,
The captain's move to get reward,
For his concept of two (3) on board
The Wizard's (4) art had duly shor'd.

In view of these will Couterney Bay
In a half-decade be a waterway
In stretch a mile, deep and wide
With iron hulls at easy ride.

'Tis plain enough that such could be,
Dig the trough and bar the sea,
Disburse the purse, put on the men,
It's only mud, the stick is—When?
(1)—Captain Kendall of the steamer Montrose.
(2)—A detective.
(3)—Dr. Crippen and Miss LeNeve.
(4)—Marconi.
St. John, N. B., Aug. 30, 1910.

GOOD STORIES

Jerome S. McWade, the Duluth millionaire, said at an open air luncheon at his farm near Biwabik:—"The last time I had my house filled with slum urchins it rained cats and dogs for a week. It was a dreadful disappointment for my visitors. "One rainy morning I heard a little chap say to his sister as he flattened his nose against the pane and looked out disconsolately at the drenched green countryside:—"It don't ever rain in heaven, does it, May?" "In course it does, ye little chump!" the girl replied. "That's where it's all a-comin' from, ain't it?"

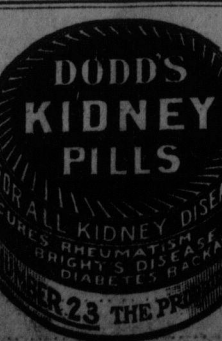
A FAMILIAR PHRASE



"THROWING A FIT."

JOSH WISE SAYS:

"There are more brain calms than brain storms."



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Dom. Steel Corp.	61 1/2	61 1/2
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Lake Woods Com.	128	128 1/2
St. Paul SS Marie.	128 1/2	128 1/2
Mexican.	80	79
Rio Com.	94	93 1/2
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Mont. H. and P.	131 1/2	131 1/2
Mackay Com.	85	85
Mackay Pfd.	74	74
N. S. S. and C. Com.	87 1/2	87 1/2
New Que. Com.	41 1/2	41 1/2
Ontario Com.	127 1/2	127 1/2
Penman.	58	57 1/2
Porto Rico Com.	50	49
Rich. and Ont. Nav.	87 1/2	86 1/2
Tor. St. Rail.	118	117 1/2
Twin City Rpd. Trst.	107 1/2	107 1/2
Banks.		
Commerce.	201 1/2	199
Eastern Townships.	161 1/2	161
Hochelaga.	141	141
Montreal.	250	246 1/2
Molson's.	207	204
Merchants.	187 1/2	185
Nova Scotia.	278	270
Quebec.	125	122
Royal.	243	242 1/2
Toronto.	147	148
Union of Canada.	145	145
New Brunswick.	270	270

Absent-minded Professor (meeting a friend unexpectedly on a mountain peak)—Hello! Did you climb up from below?

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GEODETIC SURVEY PARTY AT CHATHAM
Several Ottawa Men Engaged in Collecting Tidal Statistics Which Appear in Dominion Survey--Auto Parties.

Chatham, N. B., Aug. 31.—Charles F. Challoner, Hugh J. Dunne, J. G. Leclerc, M. Legace and F. Belanger, of Ottawa, are in town and are stopping at the Adams House. The party is engaged in geodetic levelling, and connecting together all the tidal statistics made by Mr. Dawson of the marine department in order to establish the mean sea level, and thus have the necessary data for acquiring the altitude of any particular spot.

Records have been continuously kept for the last ten years to determine the exact rise and fall of tides and now the information is available for the whole Atlantic Coast and to the head of the Great Lakes. Permanent works are being placed in town in several places as a means of determining the rise and fall of tide here.

The party will be on the river for about two weeks and will then go to Metapedia. With Mr. Challoner, are his wife and two daughters.

The death occurred at her home, Water street, on Saturday evening, of Mrs. F. A. Ferris in the 42nd year of her age. Mrs. Ferris was a daughter of James Williston, Douglastown.

The funeral was held this afternoon at two o'clock, and interment was made at Douglastown. Rev. George Wood conducted the services at the house and Rev. F. C. Simpson at the grave.

Mrs. Ferris is survived by her husband.

Miss Ryan, St. John, who has been visiting her sister, Mrs. W. L. Hogan, has returned home.

An automobile party consisting of J. K. Laury, W. H. Tennant, J. R. Douglas, R. Fugate and A. Betts of

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quickly stops coughs, cures colds, breaks the throat and lungs.