

The Standard

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ST. JOHN, N. B., THURSDAY, DECEMBER 28, 1911.

PROVINCIAL FINANCES.

The Opposition in the New Brunswick Legislature has frequently asserted that the Audit Act which the Hazen Government passed was no safeguard of the public treasury. In 1907 the late Government showed a surplus of income over expenditure of \$9,846.11. When the new Government came into power it was discovered that instead of there being a surplus of this amount a careful audit of the accounts showed an over-expenditure of \$25,781.46, which was carefully hidden from the public in suspense accounts; and it is to be remembered that this enormous over-expenditure followed an admitted over-expenditure of \$197,065.97 on account of public works in 1906, and another of \$22,022.31 on account of the Provincial Hospital in the same year, both of which were added to the public debt. In the last three years of the old Administration about half a million dollars, which should have been met out of current revenue, were added to the permanent debt by the then Government, which always had a "tidy surplus" at the end of the year, no matter how much was hidden from the public by means of suspense accounts. This year the present Government, instead of having a surplus has over-expenditure of \$56,469.80, and through the operations of the Audit Act the public get the information they are entitled to have.

There is nothing wrong with this over-expenditure. It was made in the public interest and for the protection of the lives and property of the people of the country. Notwithstanding that the old Government added a total of \$347,065.97 to the permanent debt, because of over-expenditure on account of roads and bridges, they were no sooner out of office than complaints regarding the condition of the bridges in all sections of the country commenced pouring in on the new Chief Commissioner of Public Works. These complaints were not confined to any one locality. They were general throughout every county in the Province. Mr. Morrissey made a tour, which included all the counties, and found that the condition of the bridges had not been misrepresented but that they were in some instances even in a worse state than had been reported. As a result of his own experience he immediately started in to have every bridge in the Province placed in proper condition and safe for travel. It has been an expensive job and has cost upwards of three-quarters of a million dollars to do it, but it may now be said that the bridges of New Brunswick, great and small, are in better condition than they have been for many years past.

To show something of the work that has been done since the present Administration has been in power, compared with what their predecessors did in bridge work, the following table is given:

Year. No. of Bridges. At. Expended.

1904	234	\$ 50,150.56
1905	246	\$ 67,584.48
1906	250	\$ 60,301.54
1907	256	\$ 41,719.78
1908	258	\$ 68,235.24
1909	264	\$ 154,916.90
1910	266	\$ 162,524.35
1911	260	\$ 236,128.55

Of the expenditure shown in 1908 \$29,000 belonged to the old Government and was added to the funded debt. The actual expenditures of the present Administration in 1908 were \$140,000 for ordinary bridges. In four years the present Administration has expended \$683,104.94, an average of \$170,776 for each year. The expenditures for 1911 were \$236,128.55, or \$62,852 greater than the average, which more than accounts for the difference between the receipts and expenditures for the year. In other words, had the Government chosen to allow the people of the Province to travel over bridges that were unsafe, by delaying the repairs, they could have come out with a "plus." Instead of waiting, the Government completed the work, and next year can materially reduce the bridge expenditures without risk to the travelling public using them. The main thing the public are interested in is the fact that every dollar of the bridge expenditures since 1908 has come out of current revenue. No additions have been made to the permanent debt on this account, and none are contemplated, as next year's apportionment will make ample provision to wipe out the over-expenditure and meet the cost of all necessary repairs.

A comparison of the last year of the old Administration, 1907, with the present year, gives an excellent idea of the growth of the Province in many directions. While there have been changes in the method of bookkeeping employed since 1908—in order to give a better check on the receipts and expenditures and to ensure that all things connected with the finances of the Province are done in a more orderly manner than formerly—these changes do not materially affect the general results. In 1907 the total revenue of the Province was \$968,083.27, and the total expenditures \$960,063.12. The total revenue in 1911 was \$1,247,077.05 and the expenditures \$1,402,546.85, an increase of \$277,993.82 in the revenue and of \$434,483.73 in the expenditures. The territorial revenue has increased under the present Administration \$206,378.55, or from \$221,550.49 in 1907 to \$28,429.04 in 1911. In the past year the Crown Land Department collected as stumpage from timber cut on the public domain \$367,679.14 against \$180,135.44 in 1907, an increase of \$187,543.70, or more than double on practically the same lumber cut. This in itself is a severe condemnation of the methods of the former Administration and shows plainly and conclusively why the public services were starved. The management of the Crown Lands of the Province by the old Government is the gravest scandal that ever occurred in New Brunswick and one of the most disgraceful episodes in the whole political history of the Province. It is only now that the public are beginning to realize how thoroughly they were duped and swindled every year by the failure of the Crown Land Department to collect the revenue that was justly due the Province.

The effect of this failure on the part of the old Government to do their duty is apparent in the expenditures for the principal public services. Here are a few of the items which show how the people have benefited by an honest collection of the public revenue. The figures give the amounts paid out in 1907 and 1911 for the following purposes:

	1907	1911	Increase.
Agriculture.....	\$ 36,524.44	\$ 49,958.17	\$ 13,433.73
Education.....	220,750.05	276,512.21	55,762.16
Public Works.....	250,421.61	416,265.61	165,844.00

The additions to the permanent debt during the year amount to \$317,291.56, more than half of which is made up of legacies from the old Government. The International

Railway subsidy paid during the year amounted to \$56,300 and the New Brunswick Coal and Railway investment of the old Administration cost the Province another \$102,763.36 for repairs to the road bed and for additional rolling stock and other improvements. The expenditures for permanent bridges amounted to \$156,028.20. The revenue for the year is the largest the Province has ever enjoyed though there have been no new sources of taxation. With the exception of the large expenditures on account of public works the other departments of the Government have kept within their estimates, and taken as a whole, the financial statement for 1911 is as satisfactory as any that has been handed down by any Government. Every expenditure is shown. There are no suspense accounts and the public know exactly where the Province stands. It is not as it formerly was when half of the public works expenditures were hidden in suspense accounts which afterwards became a permanent interest charge.

IMPERIAL DEFENCE.

Before finally deciding upon a naval policy the Borden Government has wisely determined to consult the British Admiralty with a view to formulating a scheme that will make Canada's contribution to the naval strength of the Empire of maximum utility, and Canadians can feel assured that the Dominion will have no cause for shame in future in comparing the naval undertakings of Canada with those of other Dominions.

While the policy of Canada is under formulation it is worth noting the attitude on the naval question that has been assumed by other Dominions. The Union Government of South Africa is making an interesting naval proposal. Sir David Graff, Chancellor of the Exchequer, suggests that the Union Government build its own fleet of armed cruisers, these ships to be used to carry the mails in place of the Union Castle line, which now receives a mail subsidy of £150,000 a year. In addition the Union Government contributes £50,000 yearly toward the upkeep of the British navy. These two amounts would go far towards the maintenance of the new cruisers of the fleet. The cruisers would be lent to the British Government should they be required in time of war. It is expected that £5,000,000 sterling will be expended on the new fleet. The policy of Australia is of even more interest. The theory that it might be desirable to create a separate squadron of small coast defence vessels, similar to those proposed by the Laurier Government for Canada, has been abandoned. The Australian ships are to be of the type of the British navy. These two amounts would go far towards the maintenance of the new cruisers of the fleet. The cruisers would be lent to the British Government should they be required in time of war. It is expected that £5,000,000 sterling will be expended on the new fleet. The policy of Australia is of even more interest. The theory that it might be desirable to create a separate squadron of small coast defence vessels, similar to those proposed by the Laurier Government for Canada, has been abandoned. The Australian ships are to be of the type of the British navy. These two amounts would go far towards the maintenance of the new cruisers of the fleet. The cruisers would be lent to the British Government should they be required in time of war. It is expected that £5,000,000 sterling will be expended on the new fleet.

Partnership in Imperial responsibility is the keynote of Australian ambitions. It is the way the Melbourne Argus puts it in discussing the situation. Its words are worth consideration in Canada at the present time. It says: "The principle that Australian defence and Imperial defence are one was the illuminating truth which became the basis of the Australian naval unit. It demanded a greater sacrifice and a greater expenditure than the exploded theory of isolation. The Federal Government's responsibility and in the glorious safety of naval supremacy, and the keynote of Australian ambitions now; and the same ideal is gaining ground in Canada. The Empire rests upon naval power first and last, and with the menacing rivalry of other league nations that power must spring more and more from the united strength of the home country and the Dominions. In naval matters the Commonwealth feels that it is now steering a true course. Not once, we are proud to say, has Australia turned wholly aside from the track of Imperial unity—the only safe track to follow. The naval subsidy of former years, though small in amount, was nevertheless a guarantee of Australian purpose. When proposals were made for a coastal line of defence to replace the subsidy, Australians as a people were not satisfied, for they felt that the schemes were marred by the fatal and foolish blot of isolation. But with the Australia and her subordinate cruisers, the solution of a great problem has been begun in earnest and with truth. The policy must prevail, for the Clyde is the keystone of the arch of Greater Britain which cannot fail to come into being. On the Pacific ocean, which will be the home of future naval power, the visible strength of the British people is at present but slight. The Australia is the forerunner of ship after ship which will be built to preserve peace and security on that ocean. The ships may be built by Britain, by Australia, or by Canada; but they will sail under one flag, move under one command, and in the day of need assemble all their combined strength to defend the honor and happiness of one nation."

Current Comment

(Manitoba Free Press.)

Father Vaughan, speaking in Toronto last week, expressed himself as of the opinion that in the British Empire every person ought to consider it not only a privilege but a duty to speak the language which was the language of the Empire. Other languages, he said, might be tolerated, but the dominant language must be English. Father Vaughan appears to be in agreement with Bishop Fallon in this burning matter of bi-lingualism.

(Calgary Herald.)

Amongst the list of spring weddings there is none more interesting than the nuptial knot that will be tied making Edmonton and Strathcona one. The latter city will lose its name, and is, therefore, undoubtedly the bride. She will bring her dowry to Edmonton the university, and then the northern city will have most of the public institutions of the Province within its borders. It is better to be born lucky than rich.

(Syracuse Post-Standard.)

England and Japan have decided to pacify China. England and Russia will pacify Persia. England and France come together to pacify Morocco. When there's a neat little job of peace-making to be done, England is always on the spot with the pacifiers, both sailors and soldiers.

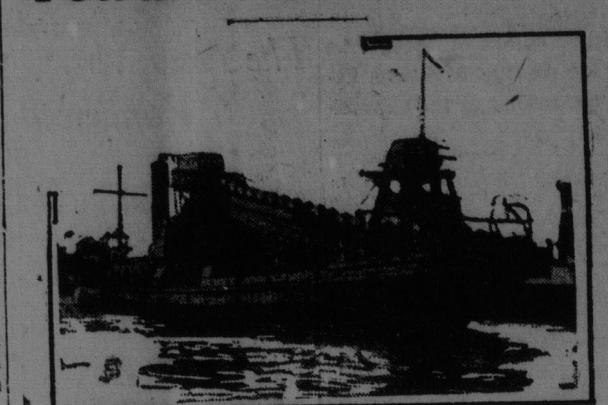
(Vancouver Province.)

To check the exodus of Ontario teachers to the West, it is proposed to make their certificates conditional on one year's service in the Province. Realizing that many can get a marriage certificate in the West in six months, the twelve months' handicap will prove a dead letter.

(Victoria Times.)

The fact has been discovered that Irish whiskey "made in Germany" (without notation to that effect) is being imported into the United States in large quantities. Will the grievances of the Green Isle never have an end?

A British Contribution Toward Panama Canal



There are two interesting points about this big dredge, the U. S. S. Corozal. She is now crossing the Atlantic under her own steam at 10 knots an hour, a most unusual thing for dredgers, and she is one of the best equipped in digging the Panama canal which has not been produced in the United States. The Corozal was built on the Clyde and weighs 1560 tons.

REV. W. R. ROBINSON TALKS OF RECENT LIQUOR CASE

West End Clergyman Says Decision of Judge Forbes in Royal Hotel Case Will Practically Render License Law Amended Bars of No Effect—Will Continue Fight Against Hidden Bars and Has Other Informations Laid.

Rev. W. R. Robinson, of West End, who has taken a prominent part in the recent liquor cases heard in the police court, is much opposed to the judgment recently rendered by Judge Forbes, in the case against the Royal Hotel, in which the judgment of the Police Magistrate was reversed and the case set aside with costs. Rev. Mr. Robinson was seen by a Standard representative yesterday and in explaining his position in the prosecution of the liquor cases and particularly with reference to the Royal Hotel case, made the following statement:

"I am deeply interested in the unfortunate victims of the liquor traffic, and in order to protect them, and those depending upon them, I, as a citizen and in conjunction with a large body of men interested in this work, preferred charges against the Royal Hotel and other offenders of the Liquor License Act. I do not receive a cent of remuneration for this work, on the contrary, I am money out in the fight. But I do not mind that, it is for the public good. I believe it is the duty of every good citizen to protect the weak and save men from the liquor traffic. I expect to be criticized and I have endured lots of it, but that won't prevent me from doing what is right. Not even taxing me with the costs in the Royal Hotel case. The Federal Government of Temperance and other societies in New Brunswick, are behind this movement."

"I quote from his written judgment in the Royal Hotel case has gone most fully into the history of the liquor legislation and has explained the whole matter. I have read his decision carefully and agree with his findings. The amendment to the Liquor License Act was brought at the instance of the Moral and Social Reform League, a member of the committee that waited upon the government when these amendments were presented. The whole object was to expose the bar rooms to public view, so that the minor, the Indian, the interdict, that Sunday and after hour selling and gambling and intoxicated persons could be seen from the street, as well as to prevent other abuses incidental to the traffic. It was the intention of the Temperance party that the bar rooms should be seen from the street, and it was distinctly understood at that meeting of the committee that the 'outside' meant the street. Personally, I raised the question, and during the discussion, which was friendly, the facts of other provinces, especially that of Manitoba, were mentioned. A. A. Wilson, K. C., as legal adviser, was understood to mean 'street'."

"I may say this was evidently the view of the committee, as the committee at that time, Inspector Jones and legal adviser Sinclair, as some of the license holders were ordered to change their bars so as to be seen from the street. The construction that 'outside' meant other than the street was evidently an after consideration. The man on the street is now asking, What does all this quibbling over a plain English term mean? Is it that certain people who sell liquors possess privileges not accorded to other tavern keepers? The charge against the Royal Hotel was made on the 20th day of March last; Judge Ritchie convicted."

"The decision of Judge Forbes will practically do nothing. If 'outside' does not mean the street, then the bar can be placed in the cellar, attic or up stairs."

"The position of Inspector Jones, Deputy Inspector Clark, and the commissioners in this and other cases is most profound in what they don't know about the law and the condition of the saloons in this city."

"The fight will be continued. I have two more informations laid, and will fight it to a finish."

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EXPLOSIVES FOUND ON PROPERTY OF ROCHESTER FIRM

Rochester, Pa., Dec. 27.—Twenty-four sticks of dynamite, twelve caps, wrapped in cotton and ten yards of fuse, securely packed in a case evidently made for the purpose, and resembling an ordinary travelling bag, were found in the yards of McDonald and Hartman, dealers in contractors' supplies, here today by Albert Wilhelm, a clerk in the firm's employ. The find was turned over to the police.

The bag as one they had seen in the hands of a stranger in the streets several days ago. Since the discovery of a quantity of explosives near the end of the Pittsburgh Railroad Bridge across the Ohio River, from here, several months ago, said to have been planted there by agents of the McNamars, the police have been active and the bridge has been guarded day and night.

VALUABLE DEPOSIT OF MERCURY ORE IS FOUND IN PORCUPINE

Ottawa, Dec. 27.—The find of Cinnabar, as mercury ore is called, made a few days ago in Porcupine, has excited great interest among mining men as this is said to be practically the first instance of the kind in Canada. More extensive information of the find was brought to Ottawa today.

"Discoveries of mercury have been made and several claims staked at Groundhog, on the Groundhog river, east of Coburn," said Wm. Walsh, who arrived from the mining country. "The stuff is said to be present in quantity, and about 20 claims have been staked there. The find is the whole topic of conversation in Porcupine, as it means the creation of a new mining industry if the results are as satisfactory as indications promise. As quick silver is used to separate silver from its compounds a market can be found for it right in the mining camp."

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