

The Standard



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SAINT JOHN, THURSDAY MORNING, NOV. 18, 1909.

A PROGRESSIVE DEPARTMENT.

Two important announcements made yesterday show that the Provincial Agricultural Department is seriously and carefully working out the problems connected with that important and until recently greatly neglected branch of the public service.

It has been decided to make an aggressive movement for the promotion of fruit culture. It is established that New Brunswick has the climate, soil and situation for this branch of husbandry. There is a ready market for the right kind of fruit, especially for apples. At present the province is a large importer of apples, which are brought hither by the schooner load from Nova Scotia and by the car load from Ontario. The British market is open to us as to Nova Scotia and to the districts on the shores of the Great Lakes. There is no product which the grower can more easily turn into good money than good apples. The truth seems to be that while the people of the province always claimed that they could grow fruit as well as any other country, they never were sufficiently sure to invest heavily in the enterprise. The orchardist requires more faith and patience than the ordinary farmer. He does not harvest his crop for some years after he plants. Such a man needs to be well convinced. It is believed that the farmers in many parts of this province are now ready to embark in fruit growing. Many of them need instruction and encouragement. The province cannot at once reach the position that has been obtained in the Cornwallis Valley by many years of special attention to horticulture. But with the direction of a specialist, they may get the benefit of the experience and study of others. The staff of the Agriculture Department will be increased by the appointment of a horticulturist. This is the beginning of a forward movement in the promotion of fruit growing which will lead New Brunswick to take a place beside Western Nova Scotia in this most attractive and profitable branch of agriculture. The fruit grower is the best of citizens. He has less trouble than other farmers to keep his boys on the place. His orchard farm is never deserted. His trees continue to bear fruit when he is old or an invalid. His estate is a good one to leave to his children. It is a thing of beauty and a joy forever.

It is also announced that the Department of Agriculture will receive sixty-five pure bred Clydesdale mares with three stallions, and that a little later three Percheron stallions will arrive from France, all to be distributed by sale through this province. The great success that attended the importation from Kentucky is not forgotten. Those who sought occasion for political complaint, found fault with the purchase because the stock was not of the heavy draught horse breeds. The farmers throughout the province, who knew what they wanted, took the Kentucky stock readily, paying all that the horses cost. Now they will have a chance to obtain another class suitable for other purposes. The idea is to furnish the best of whatever type the people require.

The province is certainly to be congratulated on having at last a department of agriculture that does something.

AUDITOR AND COMMISSIONERS.

Certain Transcontinental contracts allowed the contractor \$1.75 per yard for solid rock. Subsequent agreements provided that when the rock was in foundation work of a specified kind, the contractor should be paid three times the regular rock price. After this agreement was made engineers of the commission began to allow the treble rate for work done under the first contracts. The Auditor General took exception to this method of varying contracts already made, and paying contractors three times the amount that they had offered and agreed to take. His objections were disregarded by the commissioners. He pressed them. They told him that they had authority to increase the prices in this way on contracts made before the increase was ordered. This view they supported by the opinion of Mr. Harvey Atkinson, their own legal adviser. The auditor disputed Mr. Atkinson's view, and sent the correspondence to the Deputy Minister of Justice, who told the auditor that he was clearly right. Without explaining to the commissioners that he had sought this advice, the auditor continued to refuse his sanction to the payment. Finally the matter was forced to an issue, and referred to the treasury board. This board of ministers, following the usual course, referred the case to the Department of Justice, and the Deputy Minister gave the same opinion that he had given Auditor Fraser months before. The result was that the commission was obliged to reverse the previous action. It was before the commissioners had received this rebuke that they passed a resolution refusing to answer one of the auditor's questions on the ground that it "contained a direct reflection on personal integrity of the commissioners," and was "improper and offensive." Before the controversy ended the commissioners had to descend from that elevation and give the information that was wanted. A good many things have happened which cast much stronger reflections on the commission than the Auditor General did, and the commissioners would do well to explain all that they can. They have succeeded already in doubling the estimated cost of the railway, and are still further increasing it.

THE DEFENCE DOCUMENTS.

With the naval defence documents before them, members of Parliament are in a better position to deal with the question than they were before Parliament met. They will be in a still better position to discuss the

Government measure when they see it and find out how far it meets the needs of requirements of an effective unit in the defence of the Empire. The papers brought down show that the Imperial authorities had even before the conference been given to understand that the demands of naval strategy would not alone prevail. This was taught pretty clearly by Sir Wilfrid in the previous Imperial Conference when he opposed the proposition of colonial contributions to Imperial naval defence.

Mr. McKenna, for the Imperial Government, opened the conference by setting forth that the Empire would get the most defence for its money if all parts would throw their contributions together to make one strong navy to protect the whole Empire. That would be his proposition if he were considering only the question of getting the most service out of the payments. But he agreed that this was not the only question. There were dominions which considered other things essential and therefore local fleets would have to be accepted. Britain does not get for the Empire what she considers best for the defence of the Empire. She does not get from Canada, though she does from Australia, what she considers second best. But she takes what Canada proposes, and suggests such arrangements as will make the most of it.

At the start of the conference Canada asked the admiralty for advice as to the establishment of a navy, on lines consistent with the resolution adopted last year in the Commons. This resolution is Sir Wilfrid Laurier's substitute for Mr. Foster's motion. Had the original resolution of Mr. Foster stood, there would have been no conflict between it and the plan which in the opinion of the Imperial admiralty would give the most defence for the cost.

GO AHEAD WITH IT.

We may venture to hope that the negotiations between the city and the Canadian Pacific Company respecting the transfer of land at Sand Point and vicinity are nearing a close. The railway has given St. John pretty satisfactory evidence of good faith and of a serious intention to do a large business here. It is asking for room to work and not for land to sell. The hope of St. John as a winter port rests largely on the railway which has brought all the winter port business so far obtained. Whatever transcontinental railways may be established in the future, there is only one yet, and St. John is its eastern terminus. The city does well to provide reasonable safeguards, but it will also do well to hasten the consummation.

A MATTER OF PATRONAGE.

The Sun will be interested to have it known that an owner of the Telegraph has done pretty well out of Mr. Pugsley's department. The following items may be noted among payments to T. McAvity & Sons:—

Page		
60	Tracagie	364
187	Richibucto Breakwater	288
188	Richibucto Pier	265
188	Richibucto Wharf	133
190	Chase's Point Wharf	334
192	St. George Point Wharf	166
199	Negro Point Breakwater	112
197	Tymouth Creek	126
296	Dredge Fielding	4,968
299	Dredge New Dominion	217
303	Tug Hercules	394
293	St. John Custom House	69
293	St. John Post Office	276

To keep the accounts together it may be stated here that the above firm received from the Railway Department:—

Page		
161	Supplies to I. C. R.	\$51,599
185	Semaphores	1,350
380	Transcontinental	497
D68	Quarantine	139
L27	Penitentiary	903

The report of the Marine Department is not yet out so that this record is far from complete.

AN EMINENT VISITOR.

Twenty-five years after the late Charles Elliot Norton founded the Archeological Society of America, a branch of which now exists in St. John, he explained: "The real object of the Archeological Institute is to strengthen the hands and hearts of those who hold to an America which shall be intellectually and morally not less great than she is materially. It may surprise some of you when I say that in the foundation of the institute, archaeology was not primarily its object, for we thought of it as an effort to resist the flood of vulgarity and barbaric luxury brought in by the rapid and enormous increase of wealth then beginning to overwhelm the country. We viewed it more than an undertaking to dig up buried cities and consider the condition of prehistoric barbarism. We, therefore, laid the foundations of the 'Institute that it might contribute to the higher culture of the country.' Thus the mission of the institution is 'threefold—scientific, humanistic and educational; and its course of lectures represents the various fields of archaeology, art and literature.' In the spirit of this utterance, St. John people, not wholly engrossed in business and amusement, will be interested in the visit to this city of a son of Ralph Waldo Emerson, who comes next week under the auspices of the Archeological Society to speak on the relation of art to life, and to call attention to the life work of Charles Elliot Norton. Professor Norton was the friend, the Emersons' father and son, though he was probably more intimate with Ruskin than Ruskin with him than either was any other man. Many of the best known essays of Emerson were prepared and delivered as lectures, and Dr. E. W. Emerson, who is to deliver this second address for the archeologists, is also an eminent lecturer and essayist.

THE CANADIAN PACIFIC AND HALIFAX.

The determination of Halifax to get the Canadian Pacific into that city is a high compliment to the company. Halifax has already the Intercolonial and through it the Grand Trunk connection; and the Grand Trunk Pacific has been routed through the middle of this province, away from local traffic, for the alleged purpose of giving the shortest and most practicable route to that sea port. The Canadian Pacific has been a much criticised railway in its day, but they all seem to want it. At present the Intercolonial is not handling such a vast amount of traffic as to create a demand for a duplicate line over the same route, and we may expect that if an active competitor should appear on the scene the deficit on the Government Railway would be considerably augmented. But we do not think that any resolutions will be passed by boards of trade or any other organization in this city, condemning the construction of the railway that Halifax demands. This port has a secure geographical position and a mission in the commerce of the country. It is the point at which heavy ocean borne goods to and from central and western Canada must be handled in winter, and if the Canadian Pacific had a dozen railways leading to Halifax or Sydney or some other port farther east, it would not carry its freight several hundred miles farther by land than is necessary.

THE HEAT FEELS GOOD.
These are the days when you begin to worry about your heating apparatus. Don't worry. "Phlox" is the answer.
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BACONIAN RESEARCH

A Boston despatch to the New York Times imparts matters of great pith and moment in regard to Baconian research. Certain Bay State and Wolvenne explorers, full of and inspired by "cipher," are on the eve of discoveries that will make the great Dr. Cook himself green with admiring envy. We help ourselves to this bill of findings:

"Already by following the instructions of the cipher the party in England, it is declared, has found the secret chamber in a house which, according to the cipher, leads directly to the river, and thence to the cliff where Bacon's entire library, consisting of manuscripts and books, has been concealed from the world for nearly 300 years.

"The directions were circumstantial and the party has found so far as they have gone everything exactly as described in the scholar's writings, or so it is gravely reported.

"In a cave on the side of 'Wasp Hill' and bordering on the river they found the face of a cliff accessible only at certain tides. A cave, oak tree, cliff and other landmarks told of in the cipher were there, and the party is more than ever convinced that they will find the library of the great essayist, philosopher, lawyer and courtier of Elizabeth's time and perhaps the solution of the Bacon-Shakespeare controversy.

"The party by placing a forty foot ladder on the ledge ascended the face of the cliff. There they found a piece of red mortar, as the cipher says they would. They have already begun to dig down to the cave."

"This is gratifying enough, but there is an unnecessary air of mystery, not to say mystification about it. There is no excuse for this penuriousness of geography, as Dr. Hans Eselweiss of Erfurt gives complete details in the Baconiana of November 3. On June 17 a brick plate much corroded but for a time not indecipherable was found in the cellar ('cave') of the Three Grigs, a very old inn at Highgate, where Bacon died. Patient investigation by members of the Universal Verulam League, the College of St. Albans and the Royal College of Cryptogrammatists restored the inscription thus:

"Digge, Diggor, Digge,
Yea, Sweate and Swinke?
O, Worlde Bereav(ed) of me, I leaved)
To You who Riche a Ho(arde) Than Gold(en) Chink!
My (M)ss (Are) in These Cryptes;
Here Who(so) Looks Shalle Finde (My) Bookes;
Digge, Diggor, Dig and Doc (Not) Swigge!
This Wicked World (A)l'n't Worth a Dammie.
What Shakespeare Was I Was and Am.
F. Bac(on) Knowne (as) Ver(um)iam."

A hand at the right hand corner of the plate pointed downwards, or to the south. Hence in that direction an old drain led to the Thames. At the exact point of the intersection of the latter by the former, Will Biss—commonly called "Wasp Hill" by the Times—so named from his invariable habit of chewing a bit of straw, was standing, contemplating the waterscape and the new budget with equal indifference. "A pot of beef" in the hand of Bacon is all I hawks," he was saying. The transatlantic scholars hailed the omen: "Where is the Hollow Oak?" they cried in accents of wonder. "Where is the hollow oak?" he asked. "Where the slides o'er the tides that leap at the neap round the cave of the oak that F. B. meant? Fellow, is there a secret chamber in yon village?" Wisp, much wondering, led them to the lodge room of the Hollow Oak at Bacon-cum-Chawley. A red headed chambermaid stood by a white horse at the green stable door. Thirty-eight feet on for each play, so "Pericles" is genuine; 38 feet by a 38 foot ladder, and the leader of the party, an "earnest Baconian" from Boston, said 38 years old that very day, "I found thirty-eight feet from the hedge at the base of the henhouse they found a red chimney, around the cornice of which the following was inscribed in raised white Gothic characters:

"James is my Kinge, but Lette it Passe
Machius Kingshippe, he's an Asse,
Vette farre lesse Longe of pale gray Eare,
Than They Who After Manye a Yeare
This Worlde Shall Darkene and Beare."

By swearing I wrote Shakespeare's Playes.
Fly-gobbling Busybodies those;
(My Fingers at the Ende of Nose)
I here committe Them to the Crowses;
And give, devise, grant, and be-queathe
Benzenus on 'The Medical Uses of Hellesore';
Nincompoopius, 'de Lunatico Inquendo';
'The Playes of William Shakespeare';
'The Workes of F. Bacon';
'One Seconde Hande Halter.'

This seems decisive, but a new sect has risen in north Germany. The Bayhamites hold that "F.B." was our old Thackerayan friend Fred Bayham.—New York Sun.

DEATHS.

Mr. Moratio Jack.
The death occurred suddenly at Charlottetown, Mass., on Monday, November 15, of Mr. Moratio Jack. He was a native of this city, removing when a young man to Bathurst, N. B., and afterwards to Boston, where he had resided for many years. Mr. Jack was a brother of Mrs. John McMillan, of this city. The late Mr. George Jack, of the Bank of New Brunswick staff, was a brother and the late Mrs. Alexander Rankine, a sister. Mr. Jack was a son of Mr. Adam Jack, formerly a prominent merchant.



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NEWS OF A DAY

Funeral of Mr. Beatty.
Fredericton, Nov. 17.—The funeral of the late Mr. George A. Beatty took place this afternoon from his residence, Needham street, under the auspices of the Orange Order, and notwithstanding the inclement weather, was largely attended by a representative gathering.

Indians Rounded Up.
Washington, Nov. 17.—"Rocky Boys" band of Chippewa Indians said to belong in Canada, has been rounded up in Montana under the superintendent of the Blackfeet Indian Reservation, according to information received at the Interior Department. There are one hundred and twenty-two persons in the band, who have been roaming around the country living as best they could. Next spring they will be taken back to their reservation in Canada.

Dominion Ground.
Montreal, Nov. 17.—The Dominion Lone steamship Dominion, while coming up the St. Lawrence to Montreal, was stranded for an hour this morning at Cap a la Roche, some miles above Quebec. She went aground at 8 o'clock and got off an hour later and proceeded with comparatively slight damage. On arriving at Quebec a couple of days ago it was found that a passenger had smallpox and she had to return to Grosse Ile quarantine station to land passengers liable to infection and to be fumigated. She has some passengers on board who were not in contact with the infected section.

To Enter Jail.
Cobalt, Nov. 17.—Two men, whose identity is not known, attempted early yesterday to break into the provincial jail where 15 prisoners are confined. Provincial Constable Mackay and Constable Johnston, who since the arrest of the "blind pigs" have slept at the jail, were awakened about one o'clock by efforts to open a window in the court room. Later, the cell windows were tried, but being unsuccessful here the would be prisoners returned to the court room window. The two constables were preparing to dash out when the visitors became alarmed and fled, followed by several bullets from Mackay's revolver.

Lost Boy Found.
Fredericton, N. B., Nov. 17.—Master Fred Carten, the three year old son of Richard Carten, who lived on what is known as the cross roads, caused his relatives a lot of worry yesterday. When his mother went to a nearby house about 3 p. m. the little fellow went out and became lost in the woods. During the evening Mr. Carten while searching for his son, also became lost in the woods, but in the meantime he found the little fellow sitting on a fallen birch tree and shivering from the cold and very much frightened, as it was dark. Later, the father and son were found by two young men about nine o'clock.

Steamer Ottawa Lost.
Port Arthur, Ont., Nov. 17.—C. P. R. steamer Assiniboia, which arrived here eleven hours late, after one of the roughest trips ever experienced, brought word of the loss of the steamer Ottawa, owned by the Canada Atlantic Railway, off Keweenaw Point, in the gale which swept Lake Superior Sunday and Monday. Capt. Bernier and the entire crew saved themselves by taking to yaws and rowing to Copper Harbor, reaching there yesterday morning. All were suffering from exposure. Capt. Bernier and two or three men being in a serious condition. The disaster was caused by the Ottawa's cargo shifting. Some other boats are missing and fears for their safety are felt.

APPOHAQUI.
Apohaqui, Nov. 17.—The funeral of the late Mrs. Winslow, who died at the home of her daughter, Mrs. H. Montgomery Campbell on Thursday morning, was held Saturday afternoon at 2.30 o'clock. Rev. Canon Neale conducted the services. The numerous and beautiful floral offerings bore testimony to the high esteem in which the deceased was held. Interment took place in the Episcopal cemetery.

Mrs. Stephen Jones who has been seriously ill for the past fortnight is seriously improved.
Mrs. W. J. Rennie of Rousesay was the guest of Mrs. Herbert Jones on Friday last.
Edward Winslow arrived on the C. P. R. Express from Chicago on Saturday to attend the funeral of his mother.

Mrs. Vanwart of Fredericton is visiting her mother, Mrs. Fenwick.
Rev. Phillip of St. John conducted services in the F. C. B. church Sunday at 11 a. m. Rev. Frank Baird in the Methodist church at 3 p. m. Rev. Canon Neale in the Episcopal church at 3 p. m. and Rev. A. C. Bell, in the Methodist church at 7 p. m.
Pay Hallors of the Bank of Nova Scotia, Sunday afternoon after noon the guest of Neil Johnson.

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N. B. Southern Railway

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Lv. St. John East Ferry	7.30 a. m.
Lv. West St. John	7.45 a. m.
Arr. St. Stephen	12.30 p. m.
Lv. St. Stephen	1.45 p. m.
Lv. St. John	1.45 p. m.
Arr. West St. John	6.30 p. m.

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