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SAINT JOHN, N. B., FRIDAY MORNING, SEPT. 17, 1909.

MONTREAL AND CITY GOVERNMENT.

The Montreal civic inquiry under Judge Cannon, con judge to make his report. There is no question what charges of graft in the Marine Department.

city officials protected by aldermen, have been using stone. After several trials the boat set out for Albany and made the trip August 11, 1807. She made 150 miles in 32 hours. They have systematically sold their influence and patronage. Contracts have been awarded to men who paid for them in cash presents or in munitive men who paid for them in cash presents or in muni

real. The state of affairs was generally believed to exist before the investigation began. A number of years ago Mr. H. B. Anes. M. P., then a young man fresh from toilege, sought election to the city council for the pur college, sought election to the city council for the pur college. a strong organization, the directing influence of which was a leading politician. It was several years before this control was broken up, but it was accomplished for the time being, and Mr. Ames turned his attention to Federal public life. The system of corruption now disclosed is managed by smaller men and concerns itself with smaller things than that which Mr. Ames and his friends went into municipar politics to destroy. The eye of the taxpayers he hen upon the lighting contract, and the large city franchises. But the details of paving contract, the construction of sidewalks, the purchase of supplies for the fire and police departments, the equipment and maintenance of city buildings, are matters which the ordinary citizen does not follow with attention to detail. Here ers has been upon the lighting contracts, the cuty franchises. But the details of paving contracts, the construction of sidewalks, the purchase of supplies for the fire and police departments, the appointment of officials of the humbler class, the purchase of horses, and the equipment and maintenance of city buildings, are matters which the ordinary citizen does not follow with attention to detail. Here was a chance for the contractor and the number of pensions payable last March was tendering lowest. He went into the transaction as a passas you enter" principle. The man who wanted to be a policeman, or a fireman, or a scavenger found the toll-taker. The vendor of supplies discovered the appropriate middleman. Publicans found their protectors. All kinds of fakirs running illegal trades learned what had to be paid for immunity.

**C. P. R. Special Train Service. For the Fredericton exhibition the should make about half that much. Even the lower rate would make about half that much. Even the lower rate would make about half that much. Even the lower rate would make about half that much. Even the lower rate would make about half that much. Even the lower rate would make about half that much. Even the lower rate would make about half that much. Even the lower rate would make about half that much. Even the lower rate would make about half that much. Even the lower rate would make about half that much. Even the lower rate would make about half that much. Even the lower rate would make yould not hat fire and police and police departments, the appointment of the humbler class, the purchase of horses, and the people of St. John \$70,000.

The old age pension act has not been in operation in two special trains between St. John and Fredericton. On Sept. 18th and will elave St. John and Fredericton. On Sept. 18th and the number of pensions payable last March was found the number of pensions payable last March was found the number of pensions payable last March was found to the toll that the number of pensions at has not bee

The operations were numerous and profitable few of them of such magnitude as to interest the large taxpayers. But now that the system has been partially ed the citizens as a class are much concerned.

legislation. Under this system aldermen will have no patronage in the way of appointments or contracts of purchases The board of control will do all the business after the council determines matters of policy. There then will be no question of divided responsibility. If the people do not make the mistake of thinking that the whole work of reform is ended when the board of council it to be stabilished the change will probably be of great benefit.

But the m-mbers of the board of control will be elected, and they may barter their patronage as well as may other nation on the maintenance of her naty, but she ladormen. The electors will no longer be relieved from the necessity of vigilance. It will be necessary for them to elect men of known honesty to the Board of Countries. This year Britain is spending 350,000,000 that of the more of the more of the board of control will be less and Germany two millions more. Great Britain is very limit to the stabilished the reform could a veril have been accomplished by the election of good at dermen. There is, however, this advantage, that the controllers will be fewer and that they will all be elected by the whole city. Acting together the citizens should be able to select a small board of honest managers easier than they could by acting in separate wards select large body of bonest aldermen. At best it may be taken for great profession of the council recently exposed will have no changes of the council recently exposed will have no change of the council recently exposed will have no change of the council recently exposed will have no change of the council recently exposed will have no change of the council recently exposed will have no change of the council recently exposed will have no change of the council recently exposed will have no change of the council recently exposed will have no change of the council recently exposed will have no change of the council recently exposed will have no change of the council recently exposed will have no change of the council recently ex

Robert Fulton was undoubtedly a mechanical genius. Starting out an artist, with the help and guidance of Benjamin West, he was an inventor at spare times. He designed, constructed and operated the submarine boat, produced the torpedo and pointed out how to blow up ships. These gentle devices remained in abeyance for many years, But all the while Fulton was studying the possibilities of steam navigation. While living in Paris he tried to interest the Government of France in these experiments. Returning to the United States in 1806 Fulton went on with his torpedo operations, but still gave attention to steam navigation.

Fulton had in 1793 written to the Earl of Stanhopa on the moving of ships by steam. More than half a century before a patent had been taken out for a marine steam engine and in the interval many inventors had made models. It is said that in 1790 a steam propelled passenger boat was run on the Delaware river, by one Fitch whom it reduced to beggary. His boat was propelled by oars or sweeps worked by steam power. Writers say that Fitch died while perfecting his invention and that he just fell short of success, in the next ten years many plans were invented and tested, but these also fell short in some feature, though several of the inventors claimed that their ideas were stolen by Fulton. In Scotland Symington constructed about 1803 a craft having two hulls with a wheel between them moved by a steam en land Symington constructed about 1803 a craft having two hulls with a wheel between them moved by a steam en-gine. He furnished Lord Dundas with a kind of steam gine. He furnished Lord Dundas with a kind of steam tug for towing barges on the Caledonia Canal. This hoat could do the work, but was discarded as destructive to the canal bank. In 1804 John Stevens, of Hoboken, made a scow-like open boat to be moved by a steam screw worked by an engine. He moved the shell eight miles an hour. This is said to have been the first appli-cation of the screw principle, which was neglected for

the next forty years... Fulton triva his first paddle boat on the Seine in 1803 report will be. It will be much like that of the He then set about building a larger one for the Hudson the report will be. It will be much like that of the with Robert Livingstone for his partner. They were al-other judge who was commissioned to inquire into the with Robert Livingstone for his partner. They were al-ways short of money but in 1807 finished in New York charges of graft in the Marine Department.

Meanwhile everybody has come to know what is the boat "Clermont," 130 feet long and 160 tons measurement. The exclusive privilege of steam navigation in New York waters was given by the state to Fulton and Living. cipal election contributions. The cost of the public services of the city has thus been increased, and their efficiency diminished.

The disclosures do not cause much surprise in Montreal. The state of affairs was generally believed to exist before the investigation began. A number of years ago

Mr. H. B. Albes, M. P., then a number of years ago

A COMMERCIAL KING.

King Leopolo of Belgium appears to have missed his vocation. He should have been born to trade. This king exposed the clitzens as a class are much concerned.

The next thing is to find a remedy. It would be supposed that the first matter attempted would be the punishment of the chief offenders. But we hear little of this. They are so rumerous, so mixed up with the life of the community, that it is not certain where criminal processes would end. Besides there is perhaps a feeling that the community at large is responsible and the attempt to place the responsibility would be like that of the good clergyman who tried to locate the blame for Jean Valjean. The first measure proposed by the Montreal people is a measure of prevention. Next week the city will vote on the question of establishing a civic board of control. This change will undoubtedly be adopted.

The board of control will be a small administrative body, which will transact the business of the city, leaving to the council the duty of providing means and of civic legislation. Under this system aldermen will have no patronage in the way of appointments or contracts or purchases The board of control will do all the business after the council determines matters of policy. There

THE FULTON CENTENNIAL.

A professor in Chicago University has found the principle contained in illuminating gas which is poisonous to this year. Robert Folton did not invent the steam coat, or build the first one. He did more perhaps than on make the junt endure ethylene, or to make ethylene and one else to make the invention practical, and his boat

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PITHY PARAGRAPHS OF LOCAL INTEREST

Clearing House Returns The clearings for the week ending Thursday, September 16, are \$1,594,-776 and for the corresponding week last year \$1,328,926.

New Company.

Application has been made for the incorporation of a company to be known as "The New Brunswick Turpentine and Tar Company," with a capital stock of \$1,000,000, and head-quarters at Doaktown, Northumberland county. Montreal men are the applicants.

Miss Alice May Campbell.

The many friends of Mr. James D. O'Connell, formerly of Sussex, will regret to hear of the loss sustained by him in the death of his child and wife which occurred at Camaguey, Cuba in August last. Mrs. O'Connell was a Miss Cronn of Boston and married Mr. O'Connell in the fail of 1908,

KITCHEN TROUBLES?



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Her death occurred on the 25th of August. The funeral was large being attended by the Spanish residents of the city and every Canadian and American resident. The Catholic and Protestant clergymen were present and all the bells of the city were toiled during the last sad irtes. The Cuban laws do not permit the removal of a body for two years and the remains were placed in a copper coffin, after being embalmed, enclosed in a handsome casket, and deposited in a handsome casket, and deposited in a be brought home to Boston for interment among her relatives and friends.

The event was all the more sad

Triends.

The event was all the more that she died among strangers far away from her own friends relatives. It is needless to say Mr. O'Connell's bereavement will forth the deepest sympathy from numerous friends in New Brunsw when they hear the sad news.

He proposes coming to Boston a

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Abbie and Eva Hooper, 276, Christo-her, R. C. Eikin. C. , Colwell, 82, Sabean, C. M. Kerti-Cinford White (Am.), 259, Faulking ham, C. M. Kerrison, Cora May, 117, Sabean, N. C. Scott, C. J. Cowell, 82, Sabean, C. M. Kerri Hunter, 187, Finley, D. J. Purdy. H. M. Stanley, 97, Sprague, J. W. Mc rry.
ennie A. Stubbs, 158, Dickson, master
etna, 50, Scott, J. W. Smith.
ernbit (Rus.) 285, Weike, A. Malcoin
evuka, 76, Oglivie, C. N. Kerrison.
danuel R. Cuza, 258, Gayton, Fete

John's, Nild.

British Ports.

Liverpool, Sept. 16.—Salled—Str. Laurentic for Montreal.

London, Sept. 18.—Salled—Str. Montreal for Montreal.

15.—Arrivad—Str.

H. Vergpool, Sept. 15.—Arrivad—Str.

H. Vergpool Sept. 15.—Arrivad—Str.

H. Vergpool Sept. 15.—Arrivad—Str.

H. Vergpool Sept. 15.—Arrivad—Str. town.

Queenstown, Sept. 16.—Salled—Str.

Coeanic for New York.

Charles of the Coeanic for New York.

Charles of the Coeanic for St. John, N. B.

The Coeanic for St. John, N. B.

The Coeanic for the Coeanic for the Coeanic for St. Portland

Liverpool, Sept. 16.—Arrived—Str. Saxonia from Boston via Queenstown.

Perth Amboy, Sept. 16.—Cleared—Bark theons for St. John N B New York, Sept. 16.—Cleared—Schrs life, for Chatham, N B; Wahli for ridgewater N S; Garrield White for index, NS; Earler Daniel M Murro for index NS; Lewis H for St. John NS. Sept. 15.—Saint N. Sept.

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illed—Schrs Harry (Br) from New York
r Sencer's Island, NS; Hazelwood (Br)
on Chatham, N B for New York
Arrived—Schrs A V Canrad (Br) from
igewater for Lunenburg, NS; F Meram (Br) from New York for St, John
ft. B. Sailed—Schr Harry Miller (Br) from eW York for St. John, NB. Rockland, Sept. 16.—Arrived—Schrsrincess of Avon (Br) from Barton, NS.

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