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SAINT JOHN, MONDAY MORNING, APRIL 24, 1911.

IF ONLY THEY HAD WAITED!

It was worse than midsummer madness that got hold of the Laurier Government and impelled them to undertake the ill-fated negotiations of 1910-11. They probably now see the folly of it. If only they had waited!

And why should they not have waited? All the conditions advised it. The Republicans were in retreat pursued by the nemesis of broken promises and the cry for cheaper cost of living. The insurgents were harassing them on the flank, the people were after them on the rear, there was no room for them but in lessened tariff rates on food products at least. Already they had begun to prepare for reduction, had in fact pledged it.

Why then did not Mr. Fielding wait the outcome? But there was more. The Democrats after long wandering in opposition were coming to the seats of power. They had swept the country in November, their control of the House of Representatives in Washington was assured after March 31st. Their strength in the Senate ran up to within nine of having a majority, and the insurgent senators would, on trade matters, give them support. And the Democrats were pledged to a reduction or removal of the food and lumber duties and to a lowering of the whole tariff.

Why again did not Mr. Fielding wait the entry of the dominant party, and the action of the Sixty-Second Congress by which extensive tariff changes were absolutely certain to be effected?

And now see what has so far happened. The Republican Congress did before it could do anything effective except demonstrate the fact that its tendency was to reduce the American tariff. The Democrats took up the reins of legislative work, and within a week they showed their determination to reduce the American tariff. Their caucus, which dominates the House of Representatives, promptly decided on the legislative programme. The committee of ways and means reported to the House the Reciprocity bill, which has since been adopted, and also reported a further tariff bill, making free about one hundred articles of necessary use.

This proves that the Democratic party, without waiting to balance matters with other nations, proposes straightway to remove a long list of duties in the interest of its own consumers and in accordance with its own pledge. It takes the list in the Reciprocity Agreement, which it finds ready to hand, with free concessions made by Canada, but it makes free equal readiness another list almost equally important without asking any concessions from any country. Does anyone doubt that, if Fielding and Patterson had only waited, the Democratic Congress would with equal readiness have reduced or removed the tariff on food products and without asking concessions from any country?

If these two gentlemen had only waited, what might have been saved, and what avoided—the doubt and confusion and dislocation in business, the heart burnings and sectional feeling and class bitterness which have been evoked, the distrust sown in every quarter of the Empire, and the anxiety in Canada over the menace to our National solidarity. And they would have saved the disruption of their own party and perhaps the defeat which now seems inevitable.

Yes, and Messrs. Fielding and Patterson might have saved their own reputation, such as it was, for business knowledge and foresight, which, never too high, has now utterly vanished.

If only they had waited!

MR. ROBINSON'S LEADERSHIP.

The reason for the gathering of the Opposition clans in St. John has leaked out. Mr. Robinson again wants to throw up the leadership and retire to private life. He is sick of politics, his most intimate friends say. Mr. Robinson's political history is brief. Called from the speaker's chair to a position in the Government led by Mr. Pugsley, who at the time had accepted a nomination for the Ottawa seat vacant in St. John through the death of Dr. Stockton, Mr. Robinson was soon summoned to the premiership of the Province as the successor of Messrs. Blair, Mitchell, Emerson, Tweedie and Pugsley. As successor he was made responsible for the political sins of all five of his predecessors, who had held office for twenty-five years consecutively. It was a tremendous burden for any man to bear and Mr. Robinson's shoulders were not strong enough for the load, and he went down under it.

The Province had been badly governed for many years. Commencing with the Northumberland deal, the most scandalous political event in the history of New Brunswick, the provincial treasury had been exploited for the benefit of a comparatively small number of persons at the expense of the public services of the Province. Through the medium of this corrupt and disgraceful bargain, by which a political party was kept in power by giving concessions to a few lumbermen who were well able to pay full stumpage, the Province had lost hundreds of thousands of dollars. Because of the failure to collect the full revenue, the permanent debt was increased far beyond any value received. In other words many things that were met out of current revenue before the Northumberland deal and since the change of government, were charged to permanent debt account for eighteen years. These conditions had prevailed so long that the public were becoming suspicious of their leaders, and this suspicion had increased into belief that everything instead of being right was wrong about the time Mr. Robinson was called to the premiership, and his political death.

The men in whose hands the affairs of the Province had been knew of this revolt and they also knew that their own best play was to get from under. Fortune favored them and it fell to Mr. Robinson to take the punishment for their sins as well as his own weakness. Mr. Robinson naturally felt that he was sacrificed for others on March 8, 1908. He has been an unwilling leader now for three years, and has been presenting his resignation on every possible occasion.

Ever since the opening session of the Hazen Administration Mr. Robinson has recognized that the return of his party to power was many years away. The disclosures during session of the wretched government the Province has endured for many years, the laying

bare of suspense accounts covering over-expenditures, the Central Railway fraud, the criminal carelessness with which the public monies had been handled, made a deep impression on the public, and subsequent sessions have rendered his cause even more hopeless.

At the last session of the House the Hazen Administration was able by comparison to prove the neglect of its predecessors in collecting the public revenue and to successfully bring home the charge made when in Opposition that the Province was not obtaining value for the timber cut on Crown Lands. For the first time the public this year got an intelligent idea of what an honest collection of the revenue of the Province meant. Expenditures for education, public works and agriculture were greatly increased, and all were paid for out of current revenue, not added to the permanent debt as had been done by the old regime.

Then came the York election. Mr. Robinson was assured, as his friends say, that the Hazen majority in York would be cut down to the vanishing point if the seat were contested. The election came and the result was an increase in the majority of the Hazen candidate. The campaign convinced Mr. Robinson that he would be forced to meet the issue of the bad government his party had given, and which is sustained by statements of fact that are unanswerable. He recognizes his cause as a hopeless one, and having no desire to further sacrifice himself for his friends, he, like former leaders, wants to get from under. This is not surprising. For the present Mr. Robinson remains a leader, but for how long no one knows.

THE SUSPENSION BRIDGE.

The Hazen Government has lost no time in making good its promise to take action concerning the Suspension Bridge. That promise was to take the matter up with the St. John Railway Company and the Canadian Pacific authorities immediately after the session and to determine the best course to pursue. Both of the corporations mentioned are directly interested in the question of a bridge at the Falls. Like the Suspension Bridge the Cantilever, although only built in 1885, is scarcely adapted to modern conditions. Locomotives weigh three times as much now as they did a quarter of a century ago, and cars are in about the same proportion. The railway bridge has been greatly strengthened to bear the additional strain, but there are limitations in adding strength to the present structure beyond which the company cannot go. The St. John Railway Company are most desirous to link the Eastern and Western sections of their railway together by laying rails on a bridge crossing the river. The Railway Commission object to an electric street railway and a steam railroad using the same tracks, which rather complicates the situation.

At the conference on Saturday the Canadian Pacific was not represented, and while the situation as it concerns the Government and the Street Railway was discussed, nothing decisive was reached as it was thought best to know the attitude of the Canadian Pacific on the question. This will be accomplished through a conference to be held soon at Montreal. Just what will happen there is still uncertain, but from what has already taken place there can be no doubt that the gorge at the Falls will very soon be spanned by a structure more suitable for present day needs than the Suspension Bridge.

In passing it may be remembered that in taking action regarding this important structure, the Government has in no way been influenced by the alarmist campaign started by Mr. Lowell in his own interest. The action is inspired by a desire to obtain a structure that will provide not only for the traffic of today but for the increase that is bound to come in succeeding years. The Suspension Bridge has served its purpose well. After fifty years of continuous use it is as safe as it was when originally built. This is shown by the reports of all the engineers who have examined it, but it is not suitable for the conditions of today. The traffic over the bridge increases every year, and the Government recognizes that the time is not far distant when it will not be in the public interest to restrict the traffic as at present, or at times to prevent the over-loading of the bridge. The object of conferring with the two corporations already mentioned is to secure by co-operation the most suitable structure at the lowest possible cost to the Province.

THE REVISED VERSION IN VERSES.

The University Presses of Oxford and Cambridge announce two new editions of the Revised Version of the Scriptures, in which for the first time the text is divided into verses as in the 1611 Bible. There is no doubt that many prefer this arrangement and that the absence of verses has hindered the acceptance of the Revised Version. Hitherto, the Revised Version has only been obtainable, divided into paragraphs.

One of the new editions, containing central column references, will be published on May 17, the thirtieth anniversary of the appearance of the Revised New Testament, on which occasion 1,000,000 copies will be sold in the course of the day; and the other edition, text only, will be ready a few weeks later.

The University Presses have also ready for publication a cheap edition of the "Interlinear Bible," which combines the Authorized and the Revised Versions in a most convenient form. Where the versions vary the passages are printed in smaller type, so arranged that the reader following continuously the upper line has the text of the Revised Version, or following the lower line the Authorized Version, and yet sees at a glance the difference.

Current Comment

(Canada, London, England.)

Though, like Nova Scotia, the Province of New Brunswick now has an office in London, the claims of these two Maritime Provinces of Canada—the nearest to our shores, and in which the great mining and lumbering industries are prominent—rarely receive that need of public attention which they deserve. Those who have read the Budget speeches delivered by the Provincial Ministers, the Hon. J. K. Fleming, and the Hon. C. P. Chisholm, will find an incontrovertible record of progress and a logical survey of prospective development which should do much to attract to Eastern Canada the capital and the labor which it can absorb with equally satisfactory results to those we hear more of as being achieved farther West. Quebec, too, demands more attention. A masterly speech by Mr. Bourassa on the forest wealth of that Province deserves study by British capitalists. The urgent need of the American newspaper proprietor for Canadian pulp has played a greater part than perhaps we realize in the approval with so little party opposition in the United States of Mr. Taft's proposals for Reciprocity. The Yankee realizes better than the Britisher how much greater is the extent of Canada's undeveloped natural resources compared with those of his own country.

(Hamilton Spectator.)

Have you noticed any change in your butcher bills lately? If not, it would be well to ask the butcher if he has heard of the wholesale decline in the prices of meat elsewhere.

TWO FINE SREEL BRIDGES BUILT

Structures of Highest Quality
Constructed by Provincial
Public Works Department—
Bridge at Shediac Mouth.

Moncton, April 22.—Two important steel bridges have just been completed in this part of the province, one at Kouchibouque, Kent County, across the main river. The other about five miles from Shediac in Westmorland County, and known as the Shediac River mouth bridge. Both bridges are on extensively travelled highways and had been for some years in a tumbledown condition, as were hundreds of other structures when the Hazen government came into power. Indeed, the Shediac bridge was in such a desperate state that a section of it actually collapsed last year just after an auto had crossed, and pending the completion of the new bridge it was necessary to make a temporary crossing.

The Shediac mouth is one of the largest as well as one of the most substantial highway bridges in the province. The steel span, which crosses the channel is 286 feet in length and it is 37 feet high and 20 feet wide. The total weight of the superstructure is 180 tons and it rests on massive concrete abutments, the policy of the present government being to substitute stone and concrete for wood in laying foundations not only for steel bridges but for wooden ones. The new departure in building the smaller bridges is to do as much earth and stone filling as possible, in stead of using wood crib work.

The approaches of the Shediac mouth bridge are quite in keeping with the main structure. On the north side of the bridge there is an approach 144 feet long, and on the south side an approach of 770 feet all built of stone, making in all a structure that will not only be a credit to all concerned but one that will last for generations.

The contract for the construction of the Shediac mouth bridge was let to Mr. Jules Cormier, while the Dominion Bridge Company built the steel span. J. T. Forbes of Moncton has been superintendent of the work. J. W. Shields, provincial inspector, was in Shediac last week just as the last rivets were being driven and expressed himself as greatly pleased with the appearance of the bridge and the character of the work done.

AMUSEMENTS.

TODAY'S NOVELTIES

AT THE NICKEL.

The week at the Nickel will be opened with a programme that is sparkling in its freshness and most inviting in its value as an entertainment medium. Holmes and Buchanan will render that delightful hit-piece of the musical comedy "Madame Sherry" entitled "Every Little Movement Counts." The cheerfulness of the irrepressible number have been imported from New York, and it is safe to predict that after the H. and B. interpretation of this piece will be heard on every hand. In addition to this duet H. and B. will sing a choice number "Happy Days," by Strzelecki. Jack Morrissey will open up the final week of his engagement in a picture-ditty with lots of snap and ginger.

The picture bill is as usual of a high grade. The leading feature will be a story of the stock market by the popular Lubin Co., including Miss Florence Lawrence. This is called "Hans Millions," a skit on foreign fortunes, and the Pathé Co. of Paris present the comedy "The Misplaced Petticoat," and a dainty trip through the streets of Amsterdam and Antwerp under the title "Dutch Kids." Orchestra in new numbers.

Chicago Stock Co. Present "Prince Otto."

The Chicago Stock Co. will again be the Opera House this week, offering tonight and Tuesday evening, Otis Skinner's former New York success, "Prince Otto." "Hans Millions" is a skit on foreign fortunes, and the Pathé Co. of Paris present the comedy "The Misplaced Petticoat," and a dainty trip through the streets of Amsterdam and Antwerp under the title "Dutch Kids." Orchestra in new numbers.

Chicago Stock Co. Present "Prince Otto."

Three New Streets.
The deed of the property required for the new streets through the Park property off Parks street has been filed at the Registrar office. It provides for three streets, each fifty feet wide. Cedar street, 280 feet long, Holm's Crescent street, 394 feet long, leading from Park street, and joined by Grove street, 395 feet long. The deed is from Helen Louise Parks to the city of St. John.

Saturday Morning Fire.
Fire broke out at 8 o'clock on Saturday morning in the Jardine building, Prince William street. The flames originated in a room on the top floor, starting it is thought, from some ashes. The building is occupied by seven firms. All suffered more or less damage by water, but the loss will be covered by insurance.

Anxiously Waiting.
People are anxiously waiting for Wednesday, the 26th, the date fixed for the opening of the bankruptcies of two large stocks of dry goods, clothing and furnishings, to take place in the O'Regan building, 15 Mill street, St. John, N. B.—stock is now in the hands of the Lyons' sales office here and will be sold without reserve.

THE COURTS.

Probate.
Estate of William Allen Dunn.
Deceased died intestate leaving a widow, Mary J. Dunn, non compos mentis, and five brothers, namely Arthur, Alexander, Wallace, Henry and Charles F. one sister, Elizabeth Payne, and three children of John S. Dunn, a deceased brother, namely, Alice T. wife of Henry D. White; Lucy and Charles Burton L. Gerow consenting on behalf of Hon. J. D. Hazen, chairman of the commissioners of the Provincial Asylum for the Care of Nervous Diseases, committee ex officio of the widow, administration is granted to Henry Dunn, shoemaker, a sister. No real estate. Personal estate \$1,125. E. T. C. Knowles, proctor.

Estate of Nathaniel McCumber.
Estate of Nathaniel McCumber of St. Martin's, carpenter. Last will proved, whereby the deceased gives all his estate real and personal to his wife, Janie McCumber, and nominates her as executrix who is accordingly appointed. The premises occupied by the deceased, Personal estate \$250. Beverley R. Armstrong, proctor.

Circuit Court.
The case of Fleming vs. McKean was resumed in the Circuit Court on Saturday morning before Mr. Justice White. The cross-examination of the plaintiff was concluded and Captain Powell, H. A. Powell, K. C., and W. F. Walker testified on behalf of the defendant.

Shortly after the afternoon session was announced a settlement of the case was reached. It is understood that the amount of the settlement was substantially over \$10,000, while the amount sued for was \$15,000.

The plaintiff, Captain John Fleming, a broker of Halifax, N. S., sold the defendant William D. McKean timber lands in Bonaventure, Quebec, to Chappell Bros. of Sydney, N. S. He claimed a commission of \$15,000. Recorder Baxter, K. C., appeared for the plaintiff and M. O. Teed, K. C., and F. R. Taylor for the defendant.

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