

## The Standard



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SAINT JOHN, WEDNESDAY MORNING, FEB. 15, 1911

## MR. BORDEN'S SPEECH.

The speech delivered by Mr. Borden in the House of Commons on Thursday last, judging by the Hansard report, was one of the best he has ever made in that chamber, and he has made many excellent ones. It had been anticipated with great interest by the country which was anxious to learn the views of the leader and the position of the Liberal-Conservative party on the vital important question now up for discussion and decision. We feel sure that the utterance will disappoint neither the Conservative party nor that large portion of the country which is not bound hand and foot in the leading strings of Liberal partisanship. It will appeal to moderate men as a temperate and clear exposition of the great issues involved, and as inviting them to thought and examination, rather than pronouncing and imposing dogmatic opinions upon them. The large groundwork of the issue is developed in broad and striking outlines, the magnitude of the interests involved and the possible grave consequences of the action proposed are set forth in full relief. It cannot be classed as a fighting speech in the sense of flashing swords and booming guns, but it is a veritable magazine of resource and supply.

Mr. Borden prefaced his remarks by a strong protest against the unjust and unconstitutional proceeding adopted by the Government in rushing through Parliament a measure involving the gravest issues ever confronted by Canada, and which had been prepared without mandate of the people, and without consultation of the great interests affected, and now was to be made effective without reference to the electorate. The argument, founded by the Government upon the desire for Reciprocity evinced by Canada in 1854 and later, he brushed aside by remarking that this was 1911 and not 1854 or 1868, that the Canada of today was in all the essentials of nationhood, and the conditions of environment absolutely different from the Canada of those periods. He sketched in broad outlines the growth and progress of the last forty years in trade, in finance, in transport facilities, in the number of great cities and general population, in the amazing increase of farm, forest, fishery and mineral production, and the wide distribution and development of our manufacturing industries. Why step aside now from this great highway of prosperity, which we had been at such infinite pains and expense to establish, and along which we had travelled with such safety and profit to try a new, problematical, unstable and, perhaps, dangerous path?

We had accomplished much in the way of National development, but we had undertaken extended and expensive works in the same line, a two hundred million Grand Trunk Pacific Railway, a new Welland Canal to cost \$25,000,000, a Georgian Bay Canal estimated at \$100,000,000, and a Hudson's Bay road at \$20,000,000. Why all the former, and why these others now and in the near future, if all our channels of trade were to be changed to north and south instead of east and west, and United States markets were to purchase our raw materials and supply our finished products? Every argument used, and every authority quoted in the United States from President Taft downwards, favored this pact because it would open to that country our splendid natural resources, and enable them through these fresh and cheap supplies to husband their own rapidly diminishing stores of raw material, and more successfully manufacture for the outside world, including our own. Does it satisfy Canadian aims and aspirations to be content with supplying the raw material for a rich and powerful neighbor and thus enable her to grow richer and more powerful, whilst we hew their wood and draw their water for them? Why shall we not utilize our splendid natural resources, and employ our own sturdy labor in working up these resources ourselves, and distributing them along the channels of interprovincial trade and exchange with the Mother Land? We have been at great pains to unite our far flung provinces by the affiliations and interest of mutual trade along our National highways. Why should we now tap these great highways at every point by north and south connecting links, sever the interprovincial connections, divide our 3,000 mile wide country into sections and drive each section to trade with the United States instead of with each other? It was not by such methods we have become great, nor by such methods can we remain self-dependent and unitedly prosperous.

The advocates of this measure here and in the United States tell us that this is but the commencement, that more is to follow, that free trade between the contiguous countries is their goal. That means commercial union and the consequence of commercial union is political union. Is Canada prepared for that? Mr. Borden did not think so. A long battle had been nobly waged against all the initial difficulties of nation building, the campaign was far advanced, position after position had been captured and occupied, the end and victory were both in sight. Loyalty to the memory and the ideals of the men who had done so much in the past, loyalty to their ideals, which we have inherited and enlarged, demands that "we should continue with firm heart and unabated hope upon the path on which we entered nearly fifty years ago."

## AUTOMATIC STREET LIGHTING.

There is a certain German village in which a street lighting novelty is in vogue, which has certain disadvantages. In fact, some of the disadvantages are so obvious as to preclude the possibility of the adoption

of the system in larger and more enlightened communities. The novelty rests upon the oratorical interrogative, the form of question to which no answer is required, and, as a rule, tacitly assented to. This is the question:—"Why should sober-minded citizens who are in their homes and safe in bed by ten o'clock at night pay lighting taxes for others, who, being of a jovial turn of mind, prefer to stay in cafes, clubs or bars until midnight and do not return home until the early hours of the morning?"

Manifestly, it is unfair, but in urban communities there are persons required to be out at night, not for pleasure, but of necessity, and often for the service of the community. At the same time, this German device will, in all probability, prove a terror to late night birds. To the village of Zarkau, near Ologau, in Silesia, must be given the credit of installing a system of automatic electric lighting for the streets. The electric lights burn every night from the outskirts of Ologau through the village of Zarkau, a distance of about a kilometer, until ten o'clock, at the cost of the community. At ten o'clock they are switched off.

At each end of this kilometer stretch, on an iron pillar, stands a small iron cupboard lighted by a tiny electric light. Persons who are out after ten o'clock, wishing to have their way lighted, must insert a ten penny piece in a slot in the side of the iron cupboard. Then the nine lamps placed along this stretch burst forth into a twelve-minute life, thus enabling the passenger to pursue his way in lightness. The scheme is working satisfactorily, and it seems quite probable that other German villages and towns will follow the example of Zarkau and install the automatic lighting system to be put into operation after ten o'clock.

It has been said that the scheme has manifest disadvantages. Fancy a minion of the law chasing a thief, or a desperado of any sort, under the necessity of stopping to get light—and wind—at the end of every twelve minutes; or a busy doctor hurrying to some sick patient, or to the scene of some accident, having his progress interrupted, or his way unlighted! Village life in the Fatherland may be favorable to the success of such a scheme, but, outside of rural Germany, it would prove to be little more than a test of the sobriety or the inebriety of the belated pedestrian.

## A "STRIKING" CLOCK.

This is the tale of a clock, in the words of Hon. William Pugsley, "a striking clock." In Lunenburg, N. S., the public building erected by the Dominion Government lacked a clock. There was a hole where the timepiece should be, and as Mr. Pugsley explained, the hole was a constant reminder that the town still had a claim on the Government. The request went to Ottawa, and as Lunenburg is a good Liberal constituency, the demand did not fall upon deaf ears.

Mr. Pugsley decided to supply Lunenburg's need. The Public Works Department has had some practice at buying and installing clocks, but Lunenburg was favored above the ordinary. While other places might be able to conduct public affairs quite decently and in order with a clock costing a few hundred dollars, no such plebeian timepiece would do for the constituency that had sent Mr. A. K. McLean to Ottawa as a valiant member of the "Blocking Brigade." A \$1,600 clock for Lunenburg, nothing less.

Now this is the sad part of it, that though Lunenburg thought it got a \$1,600 clock there is some doubt about it. Mr. Pugsley had a friend down in Halifax to whom he went, told him to draw up the specifications for the timepiece and name his price. The Halifax man did not manufacture the clock, he simply bought it; in other words, he was the middleman. The clock was made in Germany.

In the Public Works Department there are scores of trained architects and other specialists on building. The purchase and installation of a clock should not be a serious problem for them to tackle. But this is not the Pugsley system. The middleman had to have his share in the transaction. Mr. Pugsley said it was a "striking clock." It was likewise a striking transaction.

## QUITE DISINTERESTED.

Being confronted with an expert opinion which shows the weakness of the commission plan, the Times wriggles out of the difficulty by saying that Mr. Bragg, the managing editor of the Canadian Municipal Journal does not know what he is talking about. Mr. Bragg is a recognized authority on civic matters. It makes no difference to him whether St. John elects to be ruled by commission or by common council. He gives it as his firm conviction, the result of wide experience, that commission rule is no proper form of government for a Canadian city.

The Times sees in this agitation for commission the chance of a lifetime to wipe the common council out of existence and get even with the citizens for electing year after year an independent council, which, by means of slates, tickets and combinations, it has vainly endeavored to control. We publish this morning some interesting evidence from El Paso, Texas, showing how commission rule is worked there as part of a political machine. With the Times and Telegraph shouting loudly for a commission, it should not be difficult to discover the hiding place of the colored gentleman in the underbrush.

"It is yet to be demonstrated," says the Hamilton Herald, referring to government by commission, "that the concentration of all power, legislative and administrative, in the hands of a small group of paid officials is the ideal system of municipal government. The system is yet too young to have its weaknesses fully revealed." But the weaknesses can be easily discovered when the system is subjected to a searching investigation.

St. John Globe:—"Civic reform is what is wanted—what has always been wanted, and no doubt will always be in demand while human nature is what it is—and the people are entitled to pronounce upon any reasonable plan that can be put forward, even if it has not the endorsement of the Board of Trade." This gently but firmly, the Globe puts the commission scheme where it belongs.

## Current Comment

(Calgary Herald.)

The statement that women will run from a mouse had been made so often that it is generally taken as a fact. But next time you are about to comment on the fact just remember that a woman of 71 years of age down in Philadelphia had her appendix removed without taking an anesthetic. Talk about nerve!

(London Free Press.)

The declaration of the New York Herald that the reciprocity agreement is a victory for President Taft and Canada's representatives over England is a clear indication of the direction in which we are drifting.

(Toronto News.)

A Brooklyn baker wants a divorce because his wife makes him sleep with a fox terrier. Query: How does he get into the dog-house?

## The Standard's Old Reporter

British Citizens.

"My opinion at noon today was that all our civic officials ought to be compelled to stand an election," said Uncle Josh. "It struck me that this plan would make the officials mighty eager to serve the public, or the politicians, and I thought I'd like to see them go in by acclamation and get the impression of high priced commissioners to duplicate the work of the higher officials."

But about three minutes past noon, I got hit with another brilliant idea, and that was that we ought to make all the aldermen stand an election every year instead of the old plan of going in by acclamation and get the impression of high priced commissioners to duplicate the work of the higher officials."

This city won't get the best kind of government until we have a rising of the citizens, until the people get as exercised over a civic question as the citizens of Glasgow were over the question in 1894. Good civic governments are not made with prayers.

"Over in Glasgow, Ballie Stewart, head of the wholesale Scotch co-operative society, doing a business of \$300,000 a year, who entered the council as a labor representative at the beginning of the citizens' fight for the control of the city government, told me the city government of his city did not begin to be good till the citizens were sufficiently interested in its proceedings to be ready to far and fetch the success of the city as they were expected to do."

"Up to 1894, the city of Glasgow, though it owned the tramway tracks, leased the lines to a private company for operating purposes," said the ballie. "But when the question of renewing the lease came up, there was great excitement in the old town."

## The Start.

"A majority of the City Council favored a renewal of the lease, the company was willing to accept heavier city obligations and concede more favorable terms to passengers. But among the citizens a demand for municipal operation began to make itself felt; the success of the city as a common carrier on the harbor had opened our eyes to the possibilities of publicly-operated social services. A movement to municipalize the tramway system was inaugurated by the Citizens' League, backed by the local Trades and Labor Council and other societies. Even the Landlords' Association joined the movement in the hope that the city would apply the profits of tramway operation to a reduction of the rates."

"The City Council, as I said, favored the company, but an election had to be held before the Council could deal officially with the question of the renewal of the lease. Only one-third of the members of the Council are elected at a time. Under the circumstances we could not definitely commit a majority of city fathers to our policy; but we could make a demonstration of public opinion. The Citizens' League selected its candidates; the company soon had its supporters in the field. On every hand we encountered the opposition of the company; its influence and resources surprised us. We made some investigations at the Registrar's Office in Edinburgh, and we no longer surprised. The majority of city councilors, ministers of all denominations, editors and proprietors of newspapers, prominent citizens—everybody who might be supposed to possess political or social influence held shares in the company. We placarded the city with lists of prominent shareholders."

## A Hot Fight.

"That contest was interesting. The gentlemen who in the ordinary course of events would have succeeded to the Lord Provost's chair was a partisan of the company; in fact, the leader of its forces. Against all precedent the Citizens' League nominated a candidate in opposition to him; and against him and his followers the Trades' Union organized a merciless campaign of heckling. In the hands of the imperturbable Scot, especially if he happens to be deadly in earnest, the heckling system becomes an instrument of torture. In that contest it was employed without stint, without pity and without remorse. On one occasion the company's candidate for Lord Provost was subjected to such a fusillade of questions that he was staggered and the determined opposition which threatened to thwart his cherished ambition, he dropped in on the platform. A wild Highlander in the audience cried out: 'A sign from heaven.' And from that moment, when the champion of vested interests, overcome by the violence of his emotions, fell before the people's volley of interrogation points, the city of Glasgow had been governed by the people, for the people. The candidates of the League were returned by sweeping majorities."

"But we didn't rest satisfied. When the time for dealing with the tram question came round, we held a two days' monster demonstration on Glasgow Green. Most of the authorities on civic problems in the Kingdom—Sidney Webb, John Burns, Charles Booth, Rowntree of York—were brought to Glasgow, and given an opportunity to address meetings on the Green and in other parts of the town. And when finally the matter came up in Council, 25,000 people gathered round the City Chambers to see that the city fathers voted right. They voted right, you can well believe. If they hadn't—well, there were men in that crowd with tar and feathers, and the police had made themselves scarce."

COL. EUSTACE J. BALFOUR, London, Feb. 14.—Col. Eustace J. Balfour, brother of A. J. Balfour, died today. He was formerly an officer of the Scottish Guards and aide de camp to King Edward and King George. He was the fifth son of the late James Balfour, M. P., and in 1879 married Lady Frances Campbell, fifth daughter of the eighth Duke of Argyll.

## THE WAIL OF THE "WESTERN EXTENSION."

Bubble, bubble, toil and trouble,  
Down in my glory hole,  
I wallow across like a worn-out horse  
And furch to my western goal.  
Bah! what care I for the startled cry  
Of the dainty High School Miss,  
Or the curse of the man with the dinner can?  
I never asked for this!

I remember the day—now far away—  
When I strained at my leash with pride,  
And watched the gate whence my human freight  
Came down to the water side;  
When my engines beat to their patting feet,  
And the surf-foam around me hissed  
I'd speed away through the live long day,  
And never a trip I missed.

Unless the shock of the hidden rock  
Should number her with its wrecks,  
A ship, like the man with the dinner can,  
Must one day hand in her checks.  
I've had my day in the bounding spray—  
Once I was good as the best;  
But I've done my task, and all I ask  
Is a berth in the slip—and rest.  
St. John, Feb. 14, 1911. F.D.

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