

The Standard

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ST. JOHN, N. B., TUESDAY, JUNE 25, 1912.

THE GLOUCESTER ELECTION.

The return of four supporters of the Fleming Government in Gloucester County yesterday puts the finishing touches to the clean sweep which was inaugurated throughout the Province last Thursday. The Government candidates were well organized, but that counted for little compared to the record of honest government on which they were able to run their campaign. The defeat of Mr. Veniot, in particular, will be welcomed as a just retribution. No Opposition speaker throughout the recent campaign equalled Mr. Veniot in misrepresentation of the Government's position or in open and deliberate distortion of facts.

The four Government supporters will be welcome additions to the Legislature. Mr. Stewart, who leads the ticket, is a man of ability and is evidently popular with the French element. Mr. Robichaud and Mr. Wittzell are men of standing in the community and well qualified for the positions they hold. Mr. Hachey is a young French-Canadian from whom much is expected. The elections are over. The honest and progressive policy of the Fleming Government has been vindicated and endorsed from one end of the Province to the other. In a Legislature of forty-eight no less than forty-six members are pledged to support the present Administration. The verdict of the people has sounded the death knell of the corrupt and dishonest methods which characterized the Pugsley-Tweed regime. The handwriting on the wall is not without its full significance for Mr. Pugsley. He can't come back.

AN IMPERIAL SERVICE SQUADRON.

Analysing the recent speech of Mr. Winston Churchill in relation to the navy and the position of the Dominion Overseas, several usually well informed British newspapers have arrived at the interesting conclusion that he is in favor of the formation of an Imperial Service Squadron for the defence of the great trade routes of the Empire. While this may be pure speculation it is instructive to note the details of such a proposition as outlined in the London Daily Telegraph. This journal submits the following estimate of the squadron:

	Cost.	Crews.
Eight Dreadnought cruisers, each mounting eight 13.5-inch guns and ten 6-inch weapons, and with a speed of 28 knots	\$218,500,000	7,200
Twelve smaller cruisers, each mounting six 6-inch guns and with a speed of 25 knots	4,500,000	5,900
Total	\$223,000,000	13,100

The same paper says that an annual payment of about \$1,400,000 would cover interest at 3 per cent; and such proportion of capital as in twenty years would extinguish the capital cost. The outlay on upkeep, including the pay of officers and men, and prospective non-effective charges, such as pensions, would be about \$1,600,000 a year. Thus for the sum of \$3,000,000 annually a squadron of eight Dreadnoughts and a dozen cruisers could be maintained, and at the end of twenty years—by which time their fighting value would have been greatly reduced—no debt upon them would remain.

It is suggested that the \$3,000,000 annual cost should be divided as follows:

Canada	\$ 500,000
Australia	700,000
New Zealand	400,000
South Africa	250,000
United Kingdom	750,000
Total	\$3,000,000

The reason why in this proposal Canada is assessed more than any other portion of the Empire is because she stands at the head of the Dominions in wealth. It is pointed out that the people of the Overseas Dominions are better off than the people of the United Kingdom and bear a far less heavy burden of taxation, because they pay no Imperial expenses. While Mr. Churchill said nothing definite along this line, it is generally conceded that he had something of the kind in view when he made his recent speech. The Daily Telegraph is one of the most reliable papers on naval matters in the Old Country, and the proposal which it outlines may prove prophetic.

CHILDREN'S VIEWS ON ROADS.

Many an adult called upon to prepare a thesis on "What Good Roads Mean to Canada" would find himself nonplussed. He would know, perhaps, in a vague indefinite way that Good Roads would mean much for this country, that it would make for its betterment socially, its advancement commercially, and its rapid development. He would understand that Good Roads would bring in a large influx of tourists and decrease the cost of living. But if requested to state these facts in a clear, logical manner, and to draw deductions and conclusions therefrom, the average man would confess his inability to prepare a satisfactory paper.

And yet this is just what nearly five hundred of Canada's school children have done. The Canadian Highway Association, some time ago, offered valuable prizes for the best essays on "What Good Roads Mean to Canada." Evidently this was a popular subject, for students from all parts of the Dominion sent papers to the headquarters of the association in New Westminster, including essays so carefully prepared that the judges took over two weeks to decide the three prize winners.

This inducement to the children to study the question of better roads is commendable in every way, and it is gratifying that this first propaganda among the young people has met with such signal success. In their report the judges mention the thoroughness with which the children treated the subject, and instance the stress the children placed upon the social aspect. Canada, perhaps unconsciously, is striving for a higher moral plane, and the children recognize the factor that Good Roads would be in this. The boy of today is the man of tomorrow. The Good Roads question will not be settled in this or the

next decade, and the study of the subject which the preparation of these essays has involved on the part of the young people will inculcate in them a desire for better roads, which will not be eradicated by the passing of time.

Some day some of the children, whose essays have just given the Westminster judges such a trying time, will be occupying high places in this Dominion. Some will be councillors of municipalities; some mayors or aldermen of cities; some will be members of a Legislature or of Parliament; one may be Premier of Canada. Because of this study of the question in their youth, they will have a truer, clearer knowledge of conditions than could otherwise have been the case, and the result of their study in 1912 will make for the benefit and the betterment of their communities ten or twenty years hence. The Canadian Highway Association has already accomplished much commendable work, but it is doubtful if its propaganda and its deputations to Parliament will have done as much to awaken the public conscience as this offer of medals to the children of Canada.

THIRD TERM CANDIDATES.

The rejection of Mr. Roosevelt, the third term candidate, at the Chicago Convention, recalls a somewhat similar event in the United States in 1880. Some of the features at the nomination proceedings of the Republican party at that gathering thirty-two years ago are worth noting.

The man who had been President for the four years previous to that date was not a candidate for another term. But a concerted effort had been made to secure the nomination of General Grant, who had already spent eight years at the White House. Mr. Conkling was his principal champion; Mr. Blaine his leading rival. The arguments against General Grant were very much the same as those urged against Mr. Roosevelt.

On the first ballot Grant received 304 votes to 284 for Blaine. All others were under one hundred. The voting lasted over two days and on the thirty-third ballot, General Garfield was chosen. He had not had a single vote cast for him on the first. On the third he had one on the fifth, and on the thirty-third 339. At the last, Grant had 307 and Blaine 42, so that it was a combination of the anti-Grant forces that nominated Garfield.

To conciliate the followers of the former President, one of them, Mr. Chester B. Arthur, was chosen as vice-presidential candidate. A few months later, on the President's assassination, he succeeded to the White House. In 1880 it was a compromise candidate who received the nomination but by the rejection of a third term candidate history has repeated itself.

THE MAGIC WAND AGAIN.

The Telegraph, having sufficiently recovered from the knock-out blow delivered with unerring precision by the electorate last Thursday, rises to remark how much better Mr. Pugsley would have described St. John in the book relating to Canada and her resources which was published last month under the authority of Mr. Hazen. "St. John people do not need to be told," says the organ, "what the Hon. Dr. Pugsley would have done if he had been the Minister issuing this book. St. John would have been written large upon it."

St. John people do not need to be told; therein the Telegraph is absolutely right. From past experience of Mr. Pugsley's castles in the air they know exactly what he would have put in this book. There would have been a double page dream-picture of Courtney Bay, for instance, with about twenty-five wharves all crowded with steamers and a dozen trains or more visible on the tracks loading and unloading freight. Immigrants would be dotted about the picture in hundreds. The Grand Trunk Pacific terminals and depot would be a further attraction. A loop-hole might even be found for the Canadian Northern. It would be a wonderful scene of activity. Across the Bay a new town would have sprung up as in a night. The tall chimneys of many factories would make a pleasing back ground. This is a mere outline. In Mr. Pugsley's practised hands the opportunity would present endless possibilities.

St. John people have had some experience of Mr. Pugsley's methods with a series of stereotyped views which, during his term of office, did not materialize into anything practical. St. John is written in fair and distinct characters in the volume the Telegraph professes to criticize and, what is more to the point, the statements therein are statements of fact.

Current Comment

(Vancouver News-Advertiser.)
The Minister of Finance makes the interesting prediction that the trade of Canada will pass the billion mark this year, and that the Dominion will receive half a million immigrants. Both figures are large increases over last year. Mr. White should take warning from the experience of his predecessors and count his immigrants carefully. He should remember that the immigrants reported as having arrived in the ten years before 1911 were not all found by the census enumerators. The number fell nearly a million short.

(Pittsburg Dispatch.)
It may interest those who perforce have resorted to cereals in the vain hope of escaping the exactions of the meat combine to learn that in the opinion of a packing magnate they are only helping to fasten the shackles upon themselves the more firmly. Increased consumption of cereals has boosted corn, and boosted corn has boosted meat, and there you are.

(Vancouver Province.)
The Canadian electoral system may have its defects, but it has the merit of being "short, sharp and decisive." The country is not kept in turmoil and state of business unrest for months before and after an election. When the voice of the people has once made itself manifest, there is a prompt and frictionless adjustment of conditions from which there is no appeal.

(Lethbridge News.)
It is notoriously true that very many ministers of the Methodist church in the West are not paid decent living salaries by their congregations. To have these congregations stipulating that they shall not endeavor to turn an honest penny in some direction other than the pulpit, for the purpose of eking out a livelihood for themselves and their families, is adding insult to injury.

(Hamilton Herald.)
The London Canadian Gazette errs in saying that Winston Churchill has "never trodden Canadian soil." He has. And what is more, he has "sat on" Canadian reporters, and they have disliked him ever since.

(Ottawa Journal.)
It looks as though the Borden Government was taking the tariff question out of politics and putting it into business.

(Chicago Record Herald.)
Some people inherit trouble, some people borrow trouble, and some people argue with the ice man.

(Boston Herald.)
What we need is not a new kind of coin, but more power to the old.

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PLAY GROUNDS OPEN TODAY

Children will Gather in Aberdeen and Centennial School Grounds this Morning — Large Attendance Expected

The public play grounds at the Centennial and Aberdeen schools will be opened this morning, when hundreds of children will spend the first of many happy days on the swings, teeters and playing around the sand heaps.

Commissioner Agar has kindly supplied the two grounds with sand and wooden blocks with which the younger children build play houses or ancient knights. Just as the fancy strikes them. Although the grounds will be opened this morning much has yet to be done before they will be in good working order, nevertheless hundreds of the kiddies of the city will be on hand to enjoy a thorough good time.

The local Y. M. C. A. has kindly loaned their physical instructor, Lesling Bandlow, to the Play Grounds Association for the holiday season. Until the model playground is opened in the south end Mr. Bandlow will assist in every way possible the work at the Centennial and Aberdeen grounds. This will be a great advantage to the teaching staff, as Mr. Bandlow has had a great deal of experience along these lines.

Miss Turner has been appointed to the position of supervisor at the Centennial grounds and Miss Melick at the Aberdeen grounds, while Mrs. D. F. Chisholm will play the piano at both grounds for musical drills. This should prove to be a very interesting feature of the summer programme. Another interesting feature will be the teaching of basketry by Miss Journey.

WEDDINGS

Cormier-Cowan.
In the Main Street Baptist church at 6.15 o'clock yesterday morning, Rev. David Hutchinson, D. D., united in marriage Miss Maud Cowan, daughter of Isaac M. Cowan, and Rex R. Cormier, Principal of King Edward School. The bride, who was given away by her father, looked charming in a tailored suit of light grey with a cerise hat, trimmed with cerise wool plumes, and a grey ostrich feather boa. She was unattended. The bridegroom wore a tuxedo and carried a bouquet for a honeymoon trip through Nova Scotia.

The large number of magnificent presents received by the young couple gave ample testimony of their popularity. On last Friday evening the groom received several beautiful presents in silver from the teachers and scholars of the King Edward School. The wedding was attended by a number of the bride's pupils, who accompanied the happy couple to the station and thoroughly enjoyed the opportunity of seeing the bride and groom, which they distributed with a lavish hand.

Walker-Gray.
Yarmouth, N. S., June 24.—Trinity church was the scene of a quiet wedding at 7.45 o'clock this morning when Miss Augusta W. Gray, daughter of Mrs. Bessie B. Gray, was married to Claude Cecil Walker, of Toronto, accountant.

The church was prettily decorated. Rev. Mr. Bambrick officiated. The bride, who was given away by her brother, Mr. Gray, wore a blue serge travelling suit with hat to match, and carried a bouquet of bride roses. Mrs. Rideout, her sister, wore a matron of honor, wore a navy blue serge suit with white hat. Little Misses Elise Rideout and Constance Baker were bridesmaids. The groom wore a tuxedo. After a wedding breakfast the couple left by train for Milford, Annapolis and Toronto and other Canadian cities.

OBITUARY
Mrs. Hanford.
The death is announced at Halifax of Mrs. Louisa C. Hanford, widow of Thomas T. Hanford, and a daughter of John Howe, formerly postmaster of St. John. Mrs. Hanford has lately been residing in Halifax and is survived by one daughter, Miss Eliza Hanford, also in Halifax. Mrs. Hanford was formerly a lawyer in this city. Many friends in St. John will regret to learn of Mrs. Hanford's death, which very sudden as she attended church on Sunday.

Mrs. Charlotte Northrup.
The friends of Mrs. Charlotte Northrup, wife of Geo. B. Northrup, will regret to hear of her death which occurred on Saturday morning, June 22. She is survived by her aged husband, three sons, Em. Northrup, of Welleley, Mass.; Ira Northrup, of Saskatchewan; and Tom, Colorado. One daughter, Mrs. Tom Henderson, of Golden Grove, with whom she lived also one sister, Mrs. Henry Dane, of Stoneham, Mass.

John Trott.
The sudden death of John Trott of Welsford, Queens county, took place at his late home on Wednesday the 19th inst. The deceased although in his seventieth year was unusually active until he was stricken down with paralysis, dying two days later. He leaves a widow and one son William, at home, and four daughters, Mrs. B. S. Kelly, Hoyt; Mrs. W. H. Kirkpatrick, of Ennisville; Mrs. George Whitenest, of Hatfield's Point, and Mrs. William Day, of St. John. The remains were laid away in Mount Hope cemetery, near Nerepis Station by Rev. J. K. King.

BIG MATCH RACE AT HALIFAX

of the Maritime Provinces, and Gallagher, L. R. Acker's pacing gelding, arouses interest among horsemen. The match is for \$1,000 a side and will be for the best three out of five heats over a mile course. Both have been in training for some weeks and have made very fast time in trials.

Frank Patch's record is 2.12, and Gallagher's 2.04.

COMMERCIAL LEAGUE.

In an exciting and evenly fought contest last evening on the Barrack Square, the Golden Swasts of David & Peters defeated a team representing the losers Kane and Clarkson.

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McClary's, B. E. Lawlor and Evans officiated for the winner and Nixon arouses interest among horsemen. The game was called in the fifth inning on account of the militia drill and will likely be disputed as B. and P. claim 9 runs. The game will likely be replayed.

N. E. JUNIORS.
On the Alexander Heights grounds last evening the Missions defeated the Murray Street Tigers by a score of 7 to 4. The batteries were for the winners Cortigan and Johnson and for the losers Kane and Clarkson.

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