The Standard as the Standard thoroughly



Published by The Standard Limited, 82 Prince William Street, St. John, Canada.

MANAGING DIRECTOR—Jas. H. Crecket. EDITOR—S. D. Scott:

SUBSCRIPTION.

Morning Edition, By Carrier, per year, \$5.00 Mail, e 3.00
eekly Edition, by Mail, per year, 1.00
eekly Edition to United States
Single Copies Two Cents.

SAINT JOHN, TUESDAY MORNING, SEPT. 14, 1909.

THE QUEBEC BRIDGE.

The Toronto Globe finds the prospects good to have the National Transcontinental Railway opened for traffic in two years and a half-that is at the end of 1911. This is a rosy view. A considerable portion of the road between Quebec and Winnipeg has not yet been commencer. An extent of several hundred miles in the neighborhood of Lake Ablitbi has never been touched by the contractor, if indeed it has been detailed.

From August 1907 to September 1909, nothing has been done toward reconstruction. A commission has been engaged in preparing a general plan of the structure. It has not yet settled whether the bridge will be cantilever or suspension, nor is it known how much of the old piers can be used, though it is decided that a large part of the superstructure must be new. Specifications are not yet prepared so that a call for tenders can be made for either a cantilever or a suspension bridge. It seems to be settled that the middle span will be 100 feet shofter than the old one. This will make it 1700 feet or 10 feet less than the Forth bridge. The structure will, however, be wider, and it is promised that it will be as strong and safe as human skill can make it. We may, perhaps, take it for granted that the new bridge will take as long to build as the old one, and that New Brunswick will not be connected with the Transcontinental beyond Quebec until the year 1917. This supposes that the old bridge would have been completed in another year if it had not collapsed.

During these eight years Portland will be the winterport of the Grand Trunk Pacific. By that time the company will be confirmed in the Portland habit.

The Clerk of the Crown in Chancery has been mak-

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party will be confirmed in the Portland habit.

AN IMMIGRATION BUGGETION.

AND AND AUGUSTION BUGGETION.

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Western papers say that Redinald Hunt, an Edmonstration Pacific and Pacific

THE POLAR BELLIGERENTS

estion whether Cook or Peary disc le has been widened to include such questions as hese:—Did Cook steal Peary's provisions? Did Peary teal Cook's supplies? Did Peary intercept Cook's etters and read them? Did Peary put his boatswain in cabin built by Cook giving him a written order setting rth that Cook was dead? Did Cook after his return to Greenland tell his colleague, Whitney, that he had eaten Peary's record, but fail to mention that he had eached the pole?

These recriminations and charges have not been ade by Cook against Peary, but they are given out with the authority of a man said to be in his confidence nd to have received them from Dr. Cook himself.

The silent, long-enduring life in Arctic solitude ould be expected to promote patience and retice A man who can afford to give years of his time to the of waiting a few days for a rival claim to be tested. instead of two quiet, self-controlled men with the spirit f the awful solitudes upon them, showing the calm paheir rival claims from the Shetlands and Labrador all he way home. Disputings by cable and accusations by wire-ess are mixed up with two heroic stories of great achieve-nent until people have almost forgotten the discovery in the disputation.

There were in the world as known last year a

menced: An extent of several hundred miles in the neighborhood of Lake Abitibl has never been touched hy the contractor, if indeed it has been determined who has the working contract. Judging from the speed with which the remainder of the work has been done there will be no road bed until a good deal later than 1911, and no through trains for some years longer. The Gand Trunk Pacific Company will have the connections with Fort William and Portland, Maine, and will be willing to wait.

But even the Toronto Globe admits that the Quebee Bridge will not be ready. The period before that date asys the Globe 'leaves a comparatively short time for 'the construction of such a bridge.' He work has the that the preliminary plans of the old bridge were prepared until it had reached a stage sufficiently advanced to fall down. In January 1808, the company submitted the plan to the Dominion Government for approval. The order approving was alganed in May. Specifications were approved in August. The company method the work begun on the plers. Construction work had therefore been in progress more than seven years at the two which begun on the plers. Construction work had therefore been in progress more than seven years at the fore been in progress more than seven years at the fore time of the main span was made in 1903 with the Phoent's contract for the main span was made in 1903 with the Phoent's contract for the main span was made in 1903 with the Phoent's contract for the main span was made in 1903 with the Phoent's contract for the main span was made in 1903 with the Phoent's contract for the main span was made in 1903 with the Phoent's contract for the main span was made in 1903 with the Phoent's contract for the main span was made in 1903 with the Phoent's contract for the main span was made in 1903 with the Phoent's contract for the main span was made in 1903 with the Phoent's contract for the main span was made in 1903 with the Phoent's contract for the main span was more of the partial was proving the properties of the

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PITHY PARAGRAPHS OF LOCAL INTEREST

Going to Dorchester.

Walter Patrick, who was found gullty of stealing from Arnoid's department store and sentenced to two years
in Dorchester, will be taken to the
penitentiary today. Florence Davidson
aged 24, who was sentenced recently
by Judge Ritchie to five years in Dorchester, will be taken there at the
same time.

Found Dead in Bed.

Mr. Frederick Belyea was found dead in his room at 197 Britain street yesterday morning. He had been alling for some time past, but nothing of a serious nature was anticipated. He retired apparently in good spirits. His father going to call him in the morning was horrified to find the young man dead. Coroner Berryman was not-lified, and gave permission to prepare the body for burial. No inquest will be held.

MARINE NEWS

North Head; Dreadnought, 18, Ingalls, Grand Harbor.
Coastwise—Schr. Citizen, 46, Hatfield, Annapolis.
Cleared Sept. 13.
Schr. Preference, Gale, Vineyard Haven, to A, Cushing and Co.
Coastwise—Schrs. Ida M. Moffat, River Hebert.
Coastwise—Schrs. Glide, Neves, St. Martins; Jessie D. Durant, Parrsboro; Hattle McKay. Card, do; Everett R. Rushton, Apple River.
Sailed, Sept. 13.
Schr. Theresa Wolf, (Am.) Smith, City Island, f.o. Stetson, Cutler and Co.



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Clifford White (Am.) 259, Faulking-tam, C. M. Kerrison.

Cora May, 117, Sabean, N. C. Scott.

C. P. Colwell, 82, Sabean, C. M. Ker-

Hunter, 187, Finley, D. J. Purdy, H. M. Stanley, 97, Sprague, J. W

r. Letna, 50. Scott, J. W. Smith, Levuka, 76, Ogilvie, C. N. Ker Manuel R Cuza, 258, Gayton,

Co. Rebecca M. Walls, 516, McLean, R. R. Elkin & Co. Theresa Wolf, 244, Smith, F. C. Bat-leay.

W. E and W. L. Tuck, 393, J. A. Gre-

Charters.

Nor. Stmr. Antares, 1104 tons, Mirimichi to W. C. E. or E. C. I., deals, 38s. 3d. Option Cape Tormentine loading, 36s. 3d. September. Nor stmr. Ole Bull, 1041, Miramichi to W. C. B. or E. C. I. deals, 38s. 9d. September.

Marine Notes.

The new steamer Granville, con.

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Marine Notes.

The new steamer Granville, constructed under contract by the new Burrell Johnson Co. and owned by the Vailey S. S. Co., to ply between St. John and Annapolis via ports, has run a satisfactory trial trip developing a 10 knot speed. She is fitted with steam steering apparatus and has all the saloon and culinary equipments of steamers of a much larger size. She is 107 feet long, 22 feet beam, and 9 feet depth and registers 49 tons. She is Inspected to carry 250 excursionists and has accommodations for 43 regular passengers. She is under command of Capt. C. W. Collins, of Granville Ferry.

The Furness Line stmr. Shenandoah reached Halifax yesterday from London for St. John.

The Manchester Commerce sailed so Sept. 9, for St. John.

Kanawna will sail from Lon-or this port Saturday. late last night from Limerick. came out in 39 days.

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10 a.m., 3,45 and 6.45 p.m.
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PROBATE COURT. Herbert C. Tilley. Herbert C. Tilley.

In the probate court yesterday in the estate of Herbert Chipman Tilley, the will was proved. He gives \$100 to the Y. M. C. A.; \$100 to the Seamen's Mission Society; \$50 to the British and Foreign Bible Society, and several small pecuniary bequests to relatives; his cottage at Rothesay Park and \$3.000 of the life insurance to his wife, and the rest of his estate to his executors and trustees in trust to pay the facome derived therefrom to his wife for life, and on her death to his mother, Lady Tilley and his brother, Leonard P. D. Tilley, share and share alike. The executors, Elizabeth Smithson Tilley, the widow, Leonard P. D. Tilley, the widow Leonard P. D. Tilley and Frank Kinnear, were sworn the property of the property

Arthur Gillespie. In the estate of Arthur Gillespie, grocer, the will was proved. He gives all his property to his wife, Julia, and nominates her as executrix, and she is sworn in. There is no real estate; personalty, \$1,000; T. P. Regan, proceed.

In the estate of Michael L. Connell.

In the estate of Michael L. Connell.

Saloon keeper, who died intestate on June 26, 1891, his widow, Mary, was appointed administrativa and she died without having fully administered the estate. Most of the other next of kin having released their interest in the estate to Mary L. Connell, she was appointed administrativa de bonis non. There is no real estate; personal estate, \$1,500; Stephen W. Palmer, proctor.

To, Catherine E. Allen.

In the estate of Catherine E. Allen there was a hearing on passing the accounts of the executor. W. Warson Allan having acted for the executor gave evidence as to the estate. The executor not having yet returned the eharing was postponed pending his return; W. Watson Allan, K. C., advocate for the executor; J. Joseph Porter advocate for some of the next of kin.

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