

The Standard

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ST. JOHN, N. B., FRIDAY, NOVEMBER 22, 1913.

PARLIAMENT OPENED.

What will be perhaps the most important session of the Canadian Parliament held in many years opened yesterday, and next week will be in full swing. Mr. Borden has already shown his ability to carry forward the business of the country with wisdom and despatch. The Liberal newspapers are telling their readers that Sir Wilfrid Laurier and his supporters are in the fighting trim, and start the session ready to thwart the Government at every turn. They were in good fighting trim at the beginning of last session, but every move made by the Opposition leader and his principal followers was a tactical blunder. At the outset Sir Wilfrid Laurier tried to raise the race question, and all through the session he played the same game. The result in Hochelaga will probably have a quieting effect on such dangerous politics and this troublesome question will be permitted to die a natural death.

Although it does not occupy much space in the Speech from the Throne, the naval question will be one of the most important to be considered at the present session. No public announcement of the exact nature of the Government's proposals on this question has been made, but it is generally conceded that an emergency contribution towards the British Navy will form part of the Government's plan. Just what the attitude of the Opposition towards such a proposal will be has not yet been announced. Enough, however, is known of the attitude of the Opposition to make it certain that there will be a number of long speeches made in which nothing that is very new will be added to what has already been said on this subject. Recent events have shown that the Canadian people stand behind the Government as a solid body in favor of this country sharing to the fullest extent her means will justify in the maintenance of British prestige on the seas.

The development of the country will be another important question to be considered. The transportation question has not yet been solved and will not be for some years to come. The amazing growth of the country and the enormous bulk of products to be moved gives the question of transportation a new meaning each year. The country is not standing still and therefore the provision of adequate means for handling a constantly growing trade will always have an important place in the proceedings of Parliament.

All things considered, the session will be one of great importance to the future of the country. The Government commences the session well backed by public opinion, and is likely to close its proceedings even more strongly entrenched in the public estimation. The people of Canada and throughout the Empire have confidence in Mr. Borden, because he has justified the confidence reposed in him a little over twelve months ago.

AGRICULTURE AND GOOD ROADS.

The gratifying announcement is made in the Speech from the Throne that the Government of Canada will continue the policy of aiding the Provincial Governments in the encouragement of agriculture and will also reintroduce the measure to grant aid to highway construction throughout the Dominion. Mr. Borden introduced a measure for highway improvement at the last session of Parliament and passed it through the House of Commons. The Liberal Senate urged on by that high-minded and patriotic representative from New Brunswick, Hon. George E. King, negatively the measure and delayed its operation a year. Meanwhile the action of the Senate has been so vigorously and severely criticized that there will be no repetition of Senator King's folly at the present session, and the Government will not doubt be permitted to grant aid to highway construction and maintenance, the money to be expended through the Provincial legislatures.

The experiment of granting assistance to the Provincial Governments for the encouragement of agriculture has worked so satisfactorily that the contributions are to be increased. There is no doubt that the smaller Provinces have been seriously handicapped in their efforts to assist agricultural development because of lack of funds, and that the Federal grant of last year opened the door for the dissemination of information needful to the farmer and through the medium of which he was greatly benefited.

Since the present Administration came into power in this Province there has been a great agricultural awakening and a deeper interest is now felt in all matters affecting agricultural development than at any previous time in the history of the Province. There has been a forward movement in every department of this great national industry.

The action of the Government in the promotion of fruit growing has already had a beneficial effect in almost every county. Good apples have always been grown in this Province, but with the exception of half a dozen enthusiasts it is safe to assert that no one was optimistic that apple growing would be considered a commercial possibility, and that hard-headed business men would risk their dollars in such an enterprise. Yet this has actually happened, and moreover, the enterprise is bound to become a success. In two years over 100,000 new trees have been added to the orchards of this Province, and the promise for the future is that an equal number will be added next season. No branch of agriculture offers the farmer a wider or more attractive field for his labors than apple growing. It has been successfully carried on by many along the Valley of St. John and in large sections of Albert and Westmorland counties. While a good deal has been said about the comparative prices of potatoes in Maine and New Brunswick the fact remains that potato culture can be successfully developed in this Province and one year taken with another will give quite as good returns to the farmer in this Province as to his fellow-worker in Maine.

The agricultural resources of New Brunswick have as yet only been scratched. There is still room for immense expansion before the home market is fully supplied. New Brunswick is making progress in this direction, but not as rapidly as it should. The present Local Government has done much to advance agriculture during the short time it has been in office. A good foundation has been laid and the awakening that has taken place regarding the agricultural possibilities of the Province will sooner or later bear fruit. Meanwhile there have been substantial advances made along many lines. The establishment of an experimental farm at Fredericton, and the possibility that the University of New Brunswick will devote greater attention to agriculture than heretofore, are hopeful signs.

Sheep ranching is also proposed, and it is generally

admitted this branch of farming can be conducted with profit. Already there has been a considerable increase in poultry raising and the possibilities of this industry are also great. With the Federal and Provincial Governments working in harmony and the fact that practical farmers are displaying a keener interest in their vocation there will undoubtedly be an increased output of all agricultural products. We have plenty of good land and all that is needed to double the agricultural production of the Province is an intelligent working of the land by an industrious people.

NEW BUILDING LAW.

The announcement is made that St. John is to have a new building law. This is a question that has been under discussion for some time, both in and out of the Common Council. The existing law was framed immediately after the great fire of 1877 and passed at a session of the Legislature held in the fall of that year. The bill was promoted by the Common Council after it had been thoroughly discussed at a public meeting of citizens. One of the principal provisions was the sub-division into districts and the regulation of the height and construction of buildings. In a limited area only brick or stone buildings could be legally erected. The law has never been amended to much and it may be said that so far as the construction of buildings is concerned it has never really been enforced.

In the thirty-five years the law has been in operation there have been but two inspectors appointed. The first was M. W. Maher, who resigned his seat in the Common Council to accept the position. He died in office and was succeeded by the present incumbent. Mr. Maher was in every way competent for the position and could have carried out the provisions of the act. Whether he did not approve of the provisions of the law or not, he certainly did not enforce it, but permitted all sorts of violations of the act. Once or twice he was called upon by the Common Council to explain why he permitted the erection of illegal buildings, but as the structures were completed before the matter came to a hearing, the buildings were allowed to stand and the policy of the inspector remained unchanged, with the result that there is scarcely a legal building within the city limits. This is not solely due to official neglect, as over one-third of the buildings now in the old city of St. John were under construction before the law passed and were immune from its provisions.

Everyone recognizes that the present law has long ago outlived its usefulness—if it ever had any—and that some better and more improved construction should be compelled in any new buildings erected in the future. Warehouses and factories should be safe and have better protection against fire, while dwellings, particularly tenements, should be more sanitary and better built in every way. High constructions of wood should be absolutely prohibited. There are many more fire traps in St. John than there should be. The demand for tenements has caused unscrupulous landlords to add stories to buildings built of balloon frames, which should have been condemned and torn down instead. There are several such alterations going on at the present time apparently with official consent. In cities provided with a proper building law the owners of these structures and the officials permitting their erection would be dealt with in the criminal courts. Whether they are illegal under the present building law is a question, but they are perfectly legal under the law as it has been interpreted since the beginning.

There have been amendments to the act since it was passed, but they have not been improvements. One of the original provisions permitted wooden structures on the wharves, but limited their height. The Dominion Coal Company persuaded the Legislature to amend this provision and the result is the operation of a steam hoisting plant on the old Robertson wharf, which is an unnecessary menace to the whole business section of the city. The boilers and engines should at least be in a structure built of iron, even if the storage bins were of wood.

St. John certainly needs a new building law, but it should be framed with judgment and caution and its provisions made to bear equally on the rich and poor alike. We want a city of houses where the laborer and the artisan can own their own residences and no unnecessary provisions should be added to the law that would render this move difficult of accomplishment than it is now.

At the session of the Massachusetts Legislature in 1912 an act was passed providing for a plebiscite in cities and towns authorizing the Council of any town to pension a laborer who had been in the employ of the city or town for twenty-five years, and for the compulsory retirement of the laborer at the age of sixty-five. In case of incapacity, the laborer under the law can be pensioned after fifteen years of service. The pension is half pay computed on the earnings of the pensioner for two years preceding retirement. The returns are not yet complete, but 240 cities and towns have sent in the votes on the pension question, and of this number 160 accepted the act and 71 rejected it. There are still seven cities and 112 towns to be heard from.

Current Comment

Progress in Montreal.
(Montreal Gazette.)

Sir Trevor Dawson, vice-chairman of Vickers, Limited, declares that the big dry dock and its accessories at Vickers' promise to be a really great shipbuilding and repairing plant for naval and commercial work. The Montrealer who takes a walk in that neighborhood today can see bridge works, structural steel works, locomotive works, great rubber, cotton, shoe, and sugar factories, cement mills, and other enterprises, while not far away are some of the greatest railway shops in the world. Montreal is growing faster than most of its citizens realize.

The Trial of the Bull Moose.
(New York Post.)

Even those who see no assured future for the Progressive party, as such, are not so blind as to fail to perceive that American politics will certainly be, as a result of what this year has brought forth, more touched with the impulses of humanity, more real, more vitally connected with the desires and the aspirations of the people.

Town Planning in the West.
(Edmonton Journal.)

The town planning congress to be held in Edmonton at the last of the week should not be overlooked by any citizen who is interested in seeing Edmonton realize its opportunities along these lines. The gathering should mark a new era in municipal life all through Alberta.

Miners as Employers.
(Ottawa Journal.)

Officials of the Miners' Federation of Wales threaten to strike because their pay has been cut 5 per cent. by the miners. This may lead to greater interest by the miners in labor disputes legislation.

Squad Rights.
(Hamilton Herald.)

The Montreal Gazette deplores the fact that cigarette smoking by women is on the increase. But would the Gazette deprive women of her "rights"? She has as much right to smoke as men have.

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NEWS IN SHORT METRE

Found Dead.
Thomas Macaloney, who had the contract for coaling engines at the L. C. ship at Spryfield Junction, was found dead in bed at that place on Wednesday morning.

Ready's Breweries.
The official announcement of the completion of the reorganization of Ready's breweries, which was made yesterday morning, gives denial to the rumor that the control of these industries will pass from local men. The new company will be known as the Ready's Breweries, Ltd., and will have an authorized capital stock of \$500,000 with \$250,000 additional in first mortgage bonds.

Automobile Accident.
The automobile owned by F. E. Williams ran into an electric pole at Tilton's corner, about noon yesterday. The glass in front of the car was broken, and Mr. Williams, who was driving, was slightly hurt. The pole was broken off near the top, while at the bottom it was moved six inches.

Bank Clearings.
The St. John bank clearings for the week ending yesterday were \$2,013,685, corresponding week last year, \$1,681,824.

Police Court.
Three prisoners charged with drunkenness were arraigned in the police court yesterday morning. Fines of \$5 or two months were struck against each. A boy charged with stealing papers from hallways on Main street, was remanded.

To Form Association.
Several of the retail grocers of the city are planning to form a mutual benefit association about the first of the new year.

Policeman for Market.
Walter Percy Davies was sworn in yesterday morning as a special police officer. He will do duty in the city market.

A Sad Occurrence.
Mrs. Richard Talbot, of 105 Prin street, was found dead in bed by her servant girl yesterday morning. Mrs. Talbot has been suffering from heart disease, and it is understood that this was the cause of her death. Her husband who had bid her good bye when he went to work, suffered a terrible shock when the sad news was broken to him.

New Hotel.
Charles W. McMorran, of New York, a former St. John man, is greatly interested in the possibilities of a summer hotel being built at Lancaster Heights. It is understood that the project will go through. Several local capitalists are interested in the proposition.

PROVINCIAL.

A New Boiler.
Fredericton, Nov. 21.—A new 120 horsepower boiler has been added to the equipment of the Fredericton water works pumping station, at a cost of \$2100.

GENERAL.

May Remain on Reef.
Montreal, Nov. 20.—If the C. N. R. liner Royal George which ran ashore at St. Laurent, Que., cannot be moved from her present position before Saturday and Tuesday next when the last high tide of the season occurs, the steamer will be protected as well as possible and left where she is during the winter.

Baseball Player a Suicide.
Portland, Ore., Nov. 21.—While his wife was downtown buying tickets to Oklahoma, where he was going in search of health, James Friel, utility infielder of the Oakland baseball team of the Pacific coast league, last night drank poison, causing his death.

Will Fly Across Atlantic.
London, Nov. 21.—Claude Graham White announced yesterday that he would make an attempt to fly across the Atlantic next summer. A special machine is being built for the flight.

An Odd Suit.
Spokane, Washington, Nov. 21.—Because he did not die, Moses Goldblatt, a jeweller, brought suit against his physician for \$15,000. He says the doctor told him he had cancer and could not possibly live. Wishing to leave all his property in cash, Mr. Goldblatt sold his business at a low price. He was found later that he was perfectly well, the suit resulting.

HOTEL ARRIVALS.

Royal.
F. B. Black, A. W. Bennett, Backville; A. W. Clifton, Gordon Williams, London, Eng.; M. E. Maloney, Montreal; R. Pinney, Bangor; C. A. Howe, Boston; J. P. Wright, Bristol, Eng.; R. M. Smythe, Hobs Hirsch, Montreal; H. S. Miller, London, Eng.; Mrs. H. I. Johnson, Oxford; Mrs. H. T. Wall, St. Stephen; A. A. Macnab, London; H. Copple, L. B. McFarland, Archie Macfarland, Montreal; A. Mallinson, London, Eng.; J. R. Wapner, New York City; J. L. Roully, Ottawa; J. A. Jackson, N. S. McLean, Toronto; J. W. Richardson, St. Stephen; G. E. Simonds, Fitchburg, Mass.; J. B. Crocker, Fredericton; A. P. Bentley, St. Martin; P. P. Perkins, Montreal; J. S. Hill, P. C. Duggan, Toronto; P. S. Johnson, Mary; H. H. Paine, John Walker, Boston; R. E. Johnson, Montreal; Mrs. C. Perry, Montreal; H. H. Morrison, Halifax; Frank S. Morrison, M. Paul Jean, Rothsay, Dufferin.

C. H. Jackson, Montreal; Mrs. M. Griffiths, Boston; John McKee, Quebec; W. A. Newitt, Halifax; G. Gray, New York; W. R. Pinson, Bangor; S. C. Mitchell and wife, Bridgetown; C. H. Biles, Lowell, Mass.; V. S. Jones, Halifax; Geo. G. Prescott, Albert; J. E. Fowler, Backville; Jos. O'Donnell, Quebec; P. T. C. Hamilton, H. G. Nicoll, Montreal.

Victoria.
Geo. Moore, Montreal; Mrs. C. H. Galant, Shediac; John E. Alger, St. Stephen; A. H. Walker, New York; O. B. Webster, Sherbrook; T. M. Carpenter, Wickham; P. Lister, McAdam; Jas. McKee, Montreal; S. Spence, Sydney; A. McClelland, Bradford; G. Gledhill, Toronto; W. H. Earle, Montreal; H. N. Flewelling, Sussex.

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Before I had used one box, I felt a big change for the better, and before the second box was gone, I was completely cured.

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