

The Standard



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SAINT JOHN, WEDNESDAY MORNING, DEC. 8, 1909.

A REASSURING MESSAGE.

The message of President Taft is altogether without the sensational features which appeared in Mr. Roosevelt's annual encyclicals. While "the man with the club" hunts big beasts in Africa, his successor carries a stick with olive leaves growing on it. Even Zelaya and Nicaragua are mentioned with a certain calmness and consideration for which the letter of Secretary Knox did not prepare us. Mr. Taft advocates a temporary reduction in the army and a pause in the expansion of the navy. He dwells long on the conference arbitrations at The Hague, and on the conferences and negotiations with Canada. The effect of his message is to mitigate the force of the retaliatory clauses of the tariff. Tariff discrimination by other countries is not to demand retaliation unless it is "undue" discrimination, and undue discrimination, Mr. Taft construes to mean discrimination without reason for it. Of course there is no discrimination of that kind anywhere. The Monroe Doctrine is hardly mentioned, and the reference to it implies that it has almost outlived its usefulness.

While in its reference to eternal relations the message seems to be conservative and friendly to all, it will probably be regarded as deficient in its reference to trusts, interstate commerce, and the interference of corporations with the legitimate operations of business. These matters are left over for treatment in a special message.

THE BOARD OF TRADE.

The St. John Board of Trade has been fortunate in its presidents, and this favor continues. Following the enterprising and public spirited chairmanship of Mr. Foster, comes a regime of Mr. T. H. Estabrooks, one of the most sagacious and successful of the men who have worked their way to the front in the business life of this community and of the country. The new president will not need to be introduced to the leaders of trade and commerce in other cities. In this town he is associated with many institutions and organizations of a non-commercial character, illustrating the fact that a man may succeed in business and still be able to give time and thought to the welfare and comfort of his fellows.

The activities of the Board of Trade in a city like this are many and various. It represents especially the business interests of the community, and this is construed in the widest spirit. It speaks for the city on questions affecting the commercial, industrial and financial welfare of the whole country, and the whole Empire. Delegates of the St. John Board had their full share of influence at the recent congress in Australia. This spacious outlook is a remedy for the narrow point of view which a constant consideration of local interest would produce. As this port grows in national importance, so must the view of its business organization continue to expand.

THE CANADIAN NORTHERN.

The Canadian Northern Railway Company finds it advisable to establish an Atlantic steamship line in connection with its Transcontinental Railway system now approaching completion. Messrs. Mackenzie and Mann have been constructing and acquiring railways between the Atlantic and the Rocky Mountains until they have now a practically complete trunk line except around the northern side of Lake Superior, which would not be used if they had it as a route for heavy freight that could be transported on the Lakes. The arrangement made with the British Columbia Government will ensure rapid extension to the Pacific, and we may expect to see a steamship connection established on that coast. As yet the Canadian Northern has no winter port connection. Mackenzie and Mann lines in Nova Scotia follow the coast line, one from Yarmouth to Halifax with prospective extension eastward, the other in Cape Breton to connect with a coal mine. They do not form any part of a connection between the Canadian Northern and the sea coast. Before long this remarkable pair of railway builders will have determined their winter port connection and established the orbit of their Atlantic fleet which they are now beginning to prepare.

TO PROTECT THE TIMBER.

An important and interesting conference will take place next week at Ottawa in which the Government and Legislature of New Brunswick will be represented. The question to be discussed is the prevention of danger to New Brunswick forests through fires caused by Transcontinental trains. Any traveller by rail through once well-wooded districts, will know that this is a real danger. A healthy original forest near the track of a railway is an uncommon sight. The more usual spectacle is a waste of fire swept land, with decayed and bleached trunks of trees scattered about, and melancholy ramplike showing amid a neglected and unvalued second growth. Often the prospect is still more hopeless, presenting hillsides of bare rock or boulders, from which the soil, no longer held by roots of trees and by shrubs and plants, and rendered easily moveable by the fire, has been washed or blown away. This is the worst service that a railway can render to the country which it is expected to benefit.

The proposition is made that the Transcontinental trains passing through this timber belt be driven without steam and without fire. It is claimed that power can be supplied from the Grand Falls sufficient to move these trains, so that not a spark need be sent off on

a mission of destruction. This is the question which will be discussed at Ottawa by the Provincial Ministers and members, representatives of lumber companies, federal ministers and Transcontinental commissioners. Whether the Grand Falls power idea shall be worked out or not, it is fitting that the matter of protecting the lumber lands shall be thoroughly guaranteed. The timber of this province is worth more to its people than two or three transcontinentals.

THE COST OF PATRONAGE.

The misfortune of government patronage was shown in Monday's by-election in North Middlesex for the Ontario Legislature. Sir Wilfrid Laurier has a substantial majority in the House of Commons. His friends, the provincial opposition in Ontario, are lamentably weak in numbers, and in some need of all the able men they have. Among the supporters of Sir Wilfrid Laurier elected to the Present Parliament, was Mr. W. S. Calvert. The Ontario Opposition elected in the same year included Mr. D. C. Ross, son of the former premier, and a man who has been mentioned for the Opposition leadership. Had the situation remained as the electors left it, these Liberals would have been sitting in their respective parliaments. Sir Wilfrid would have retained his chief whip, and the provincial opposition would have had Mr. Ross as one of the effective workers.

But an attractive federal office became vacant. Mr. Calvert had claims, and got the position. That left a vacant seat for West Middlesex. But it was a close riding, and might easily be lost to the Conservatives, as was the Essex constituency vacated at the same time and in the same way. There was only one Liberal who could be reasonably expected to hold the seat and that was Duncan Ross, M. P. for North Middlesex. Wherefore Mr. Ross, against his own judgment, it is said, was induced to resign and run for Ottawa. He was elected. But the provincial seat which he carried last year by a majority of 109, has now gone Conservative by about the same majority. Thus it has come about through the use of patronage that the party has only one seat when it had two and that the seat lost is in the Ontario Legislature, where the Liberals needed it most. Sir James Whitney did not need the additional support which has been presented to him through the appointing power of the Laurier ministry, but Mr. McKay, the Opposition leader, greatly needed the supporter whom he has lost.

THE BRITISH TARIFF PROGRAMME.

Out of the din and confusion of the Imperial election campaign there emerged yesterday a certain quite definite tariff programme. It appears at Birmingham, which is an appropriate place, but it is not clear what exact amount of authority is behind it. In substance it is a ten per cent. tariff for revenue, with protection a little more than incidentally added. The free admission of raw material when manufactured goods are taxed is a protective feature. There is no pretence that food will remain free, as the wheat tariff is particularly mentioned.

While this proposition may alienate certain extreme free traders among Conservatives it was absolutely necessary that there should be some distinct announcement of tariff policy. In the first place it may be good tactics to divert public attention from the House of Lords so that the merits and conduct of the peers should not be the one issue which Government speakers would keep before the people. A programme like this is certain to draw a part of the fire from the batteries of Mr. Lloyd-George and Mr. Winston Churchill. Opposition orators also will desire to do something else besides attack the budget and defend the Lords. They need a programme of their own. This one is at least bold and striking. It will provoke large applause and fierce attack, and will interest the mass of the people in something else than socialism and aristocracy.

Further it is absolutely necessary that if the budget taxes are rejected some other source of revenue must be found. The Birmingham tariff programme professes to meet that emergency, and is an answer to the Chancellor of the Exchequer who has been demanding a substitute. The proposal to return to general customs duties as a source of revenue may not be accepted by the electorate. But the adoption of this programme by one of the great English parties would be an epoch making event, showing that after half a century of nominal free trade, tariff protection has again become an open question in Great Britain. The free trade policy, which its authors fondly expected to conquer the earth, has failed to make headway outside the British Islands and is once more on the defensive on the original battle ground. Henceforward for years to come the tariff question will be an issue in the one land which thought itself clear of this controversy for all time to come.

THE BRIDGE.

We learn from the Telegraph that "Mr. Hazen must rescue himself if there is to be any rescue. He is the head of the provincial administration. Aid from that administration, now that Federal aid is promised, will ensure the building of the bridge across St. John harbor."

One would suppose that since the people of St. John are expected to tax themselves for one-third the cost of the bridge, or some thirty to fifty dollars per family, they might be permitted to say a word before this obligation is thrust upon them. If aid from the provincial administration "will ensure the building of the bridge" and the consequent charge on the city of one-third of the cost, Mr. Hazen will naturally wish to hear from St. John before he ensures the obligation.

As a matter of fact all that Mr. Pugsley has done is to say to Alderman Scully that if the province and the city will each pay one-third he is ready to ask his colleagues to place in the estimates an appropriation toward meeting the other third. That is an exceedingly remote and indefinite proposition. Neither Mr. Pugsley's requests nor the vote itself would be an undertaking to pay the required one-third.

INTERCOLONIAL BRANCH LINES.

The Minister of Railways opened the discussion of his branch railway measure by the frank but surprising declaration that he had given the matter no consideration, had no plan of action, and did not know of any railway that it was proposed to acquire. In answer to a question, Mr. Graham said that no application had been received, which may be taken to mean that the Government will wait until railway owners come along with lines to sell. The measure leaves the Government just where it was before. Already at least three roads have been bought and annexed to the intercolonial, and one has been leased and afterward relinquished. Not once was Parliament asked in advance for authority to negotiate. It is difficult to see any value in the bill before Parliament, and the prayer of Dr. Black for light is no less natural or pathetic than that of Ajax. It is suggested that this measure is a sop to Mr. Emerson, but the ex-Minister of Railways asks for something more than an unconsidered measure professing to give the Government a power that it already possesses. Mr. Emerson asked for the acquisition of the branches and they give him a superfluous statute.

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prosperous days."—Shakespeare.

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and to select a good, suitable present
that will not only be good in
appearance and style, but give
serviceable article, and at a reason-
able price, one must go to a
reliable store before the rush to
avoid mistakes; and then, examine
the articles and see for them-
selves what may suit their pur-
pose best, but don't spend the
money out of the city this year,
you can spend it just as profitably
here, and see what you're buying
personally, and know it's all right
before presenting. We have lately
been selecting receipts, and are
now opening inspection, what I
consider the very choicest up-to-
date line of goods, have ever
seen; in Diamond set articles an
opera glasses, fountain pens, and
low prices for such fine goods to
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Goods, Manicure Sets and pieces;
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Lv. West St. John ... 7.45 a. m.
Arr. St. Stephen ... 12.30 p. m.
Lv. St. Stephen ... 1.45 p. m.
Lv. St. Stephen ... 1.45 p. m.
Arr. West St. John ... 6.30 p. m.
H. H. McLELLAN, President.
Atlantic Standard Time.

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Wednesday and Friday.
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"PACIFIC EXPRESS"
Leaves Montreal Daily at 10.30 p. m. Coaches, Palace Sleepers and Tourist Sleepers to Vancouver.

FUNERALS

Mr. Richard Whiteside.
The funeral of Mr. Richard Whiteside was held yesterday afternoon from the residence of Mr. T. Kinsman, Paradise Row, at 2.30 o'clock. Rev. Dr. Flanders conducted the burial services. A number of old friends followed the body to its last resting place. Members of Aiblon Lodge F. and A. M., of which the deceased was at one time an active member, attended the funeral in a private capacity. Interment was made in Fernhill.

RENOUNCES RANK.

Berlin, Dec. 7.—The renunciation by Prince Frederick Von Sayn Wittgenstein of his princely rank with all its privileges has been gazetted. Emperor William as King of Prussia, had conferred upon the ex-Prince the title of Baron Von Altenburg. The renun-

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FUNNY BUSINESS

INDULGED IN BY
ALBERT JUSTICES

Judge Wedderburn Comments
On Cases Before Him On
Review Yesterday—Judgment Reserved.

Three Albert County cases were up on review before His Honor Judge Wedderburn of the Kings County Court in chambers, Pugsley judgment yesterday afternoon at three o'clock. As the cases were of considerable importance and the points of law raised by counsel during argument very fine, His Honor reserved judgment in all three.

Carnwath vs. Brewster.
In the case of William J. Carnwath vs. Alexander Brewster, a review from the Parish Court of Willard O. Wright, Hopewell and also of the court presided over by Daniel W. George W. Fowler, K. C., acting for the appellant (defendant below) moved for a non-suit or a new trial or a verdict for the defendant.

This was an action on account stated. The account was not itemized and yesterday afternoon considerable time was taken up in giving the legal definition of the term "account stated." The amount involved was over forty dollars and four promissory notes were given in payment.

Mr. Fowler in making his motion contended that the account was merged in the note. Two of the notes were sued before Justice Wright, one and the account before Justice Stuart. Mr. Fowler informed His Honor that during the trial before Justice Stuart it was necessary for the defendant to have Justice Wright give evidence and accordingly the latter was served with a subpoena to appear and to produce his books. He disobeyed the subpoena.

From the copy of the proceedings filed with His Honor it appears that Wright is the secretary treasurer of the defendant. The plaintiff is a member of the municipal council and Mr. Fowler contended that Wright might be biased in favor of the plaintiff against the defendant. The evidence showed that the plaintiff voted for an increase of the salary of the justice as secretary treasurer. Mr. Fowler cited an authority in support of his argument that a new trial or non-suit or verdict for the defendant should be allowed on this point alone, which proves disqualification.

As Mr. Fowler was arguing Mr. W. B. Dixon, K. C., for the plaintiff, and who appeared to oppose the motion, left the room. Mr. Fowler observed that he was sorry that his argument affected his learned friend so that he was compelled to leave. On Mr. Dixon's return he argued against the motion claiming that the fact that the defendant gave the promissory notes was evidence that he acknowledged the debt and therefore an account stated was good. His Honor reserved judgment.

Mitton vs. Garland.
In the case of Albert S. Mitton vs. Charles W. Garland, also from Albert county, Mr. Fowler for the appellant (defendant below) moved for a non-suit or a new trial or a verdict for the defendant.

The defendant was arrested on a capias and Mr. Dixon, the plaintiff's attorney obtained a confession of judgment from him. Before judgment was entered by Justice Rhodes, who went the defendant's bail, the defendant, acting under legal advice, served a notice that he revoked the confession. Judgment, however, was signed in

IN THE COURTS

DECEMBER CIRCUIT COURT.
Adjourned Sine Die.
The December non-jury circuit opened yesterday morning at eleven o'clock at the Court House. There being no cases entered for trial the Court adjourned sine die. Mr. Justice Landry presided.

COUNTY COURT CHAMBERS.

Black vs. Campbell.
Before Judge Forbes in Chambers yesterday morning the case of C. Frederick Black vs. Annie M. Campbell was settled. This was an action on a promissory note. The plaintiff is a councillor of St. Martins, and the defendant lives in Salina, Kings county. Mr. J. B. M. Baxter, K. C., appeared for the plaintiff, and Mr. G. W. Fowler, K. C., for the defendant.

IMPERIAL OIL CO. vs. TRENHOLM.

Final judgment was signed in the case of the Imperial Oil Company vs. Charles Trenholm for \$22.88. Mr. S. B. Buxton.

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