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MANAGING DIRECTOR—Jas H. Crocket.
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SAINT JOHN, FRIDAY MORNING, JULY 30, 1909.

ROCKWOOD PARK AND GARDENS.

The lament of a correspondent because Rockwood Park and gardens do not receive sufficient care to keep them at their best, is what might be expected. The area of the grounds under care has been increased year by year. Much of the work has been performed by a class of citizens who work for their board, and would otherwise be boarded by the city without working. So far as was possible the management has carried on improvement of a kind which would not greatly increase the maintenance expenses. But it is obviously impossible to keep up the garden and park as they are now for less money than was required for a smaller and less attractive resort.

But while the people expect to find the place better kept than ever, the public society which has the care of the property finds its income reduced. The city appropriation has been cut down from $4000 to $2000. It is understood that the number of private subscribers is less than it was when the park was more of a novelty, or when a more direct appeal was made. It is true that several have given generous donations for this public cause. The garden itself was the gift of one of our most public-spirited citizens, and this was only one of his gifts. A large part of the park was a present to the people from one family. One modest business man has given time and expert service and superintendence, which could not have been bought for many thousands of dollars. There are others who have made large contributions and sacrifices. Notwithstanding all this, there may be ground for the lamentation of our correspondent. The means at the disposal of the management are not sufficient to accomplish all that ought to be done. Probably there is not in Canada a public park and gardens which have cost so little to the people who use them. Neither in the original cost, nor in the maintenance expenses, has Rockwood figured extensively in the tax bills. The few have paid, the many have got the benefit. There is no sign that the leaders in the establishment of this park and garden have lost their interest. They will continue to work and to pay. But the burden should not be allowed to rest upon these few, and while it does so remain, all the rest of us who pay little and do little, should not be too critical.

There is no doubt that the most has been made of every dollar available, and that those in charge would gladly do more if the people would support them in it.

THE GOVERNMENT AND THE SENATE.

Each session, Sir Wilfrid Laurier laments that the Senate is becoming a one party body. Each year the Premier appoints senators from his party only. He has done it again in naming the successor to Senator Perley. The new senator is a vigorous Liberal, who will vote everything through. Among the twelve senators from the prairie provinces there are only two Conservatives, Mr. Lougheed and Mr. Kirchhoffer. The Senate now stands 60 Liberals and 25 Conservatives, with two vacancies which will be filled with Liberals.

The partisan character of the Senate is not its worst fault. If the majority were only ten or five it would probably reach the same party conclusion. The greatest fault of the Senate is its want of initiative, enterprise and effectiveness. For the last six or seven years, the Government has treated the Senate with a certain contempt shown in various ways. Appointments to that body have not, as a rule, been made from the best or nearly the best material available within the party. Senatorships have been made the cheapest kind of patronage. If a member of Parliament was too weak to be a candidate again, he was thrown into the Senate out of the way. If a candidate who was defeated, demanded an office, and was not suitable for any other position, he went to the Senate. If campaign contributions were needed, the next senatorship was used as the medium of exchange. The question whether the man in the case would, or could, do anything or say anything in the Senate, has not entered into the case.

Then the Senate has been left with the feeblest kind of leadership. Mr. Scott was a worthy man of moderate ability fourscore years old. He has been succeeded by Sir Richard Cartwright, who was in his day an able man, but has long been an invalid and years ago described himself as a mere onlooker at the game. Sir Richard Cartwright's leadership is perfunctory and formal. Under him, as under Mr. Scott, the Senate merely confirms the acts of the Commons. No legislation of any consequence originates in the Senate, which is adjourned during about half the session.

Several of the older senators appointed by the Conservatives, by the MacKenzie Government, and by Sir Wilfrid the first five years of his administration, do their best to make the chamber effective. They seriously consider measures sent from the other chamber, propose amendments, and sometimes introduce legislation of their own. But it is uphill work, struggling against the vast power of inertia which is against them. The majority is a dead weight, not altogether because of its partisanship, but mainly because of its carelessness, indolence and lack of interest in public matters. The members who as juniors should be most active, earnest and ambitious, have simply accepted their appointment for what it was. Where if was patronage alone, it is accepted as such and that is the end of it. Where it was the price of getting a man out of the way, the new senator feels that he has done all that was required in getting out of the way. When the appointment was settled with an election subscription, the transaction was completed with the appointment, and the senator sees no reason why he should pay in both cash and services.

When Sir Wilfrid took office, the situation was different. The Conservatives had a majority in the Senate, and it was important that the Liberal minority could make up in ability what it lacked in numbers. Sir Oliver Mowat, Hon. David Mills, Mr. Cox, Mr. Dandurand, Mr. Casgrain, Mr. Young, Mr. Ellis, Mr. Jones, and Mr. Beique, were appointed in the first five years or so after the change of Government. When the Government got control of the chamber, the degeneration became rapid.

SUFFERERS FROM THE COAL STRIKE.

The attempt to wreck the house of a mine superintendent and of one other person are the first serious offences attributed to the striking coal miners in Cape Breton. Perhaps if the militia had not been there, attacks would have been made on other dissenting miners who remain at work. This much may be said with certainty that the existence of thousands of unemployed men around these coal towns, is not a healthy circumstance. It is creditable to the character of the men, and to the strength and responsibility of their organization that such good order has been maintained.

Nevertheless the longer the strife shall be prolonged, the more bitter it is likely to be, and the more danger there will be of disturbances and outrages. As time advances and the loss of pay begins to make greater hardship and worry, the men may begin to take council of desperation. There is a critical moment in any conflict of this kind, when a settlement is possible. The present may be the time.

Already the loss has been immense. Several thousand men, some of them capable of earning five or six dollars per day, have been idle for many weeks. They have lost all that they would have earned, for the strike pay they get is only small and in any case it is a return of money that they had previously paid in. This strike must cost employers and men $50,000 to $75,000 a week. The men will never make good their loss. The employers will probably get theirs back in the advanced price of coal sold in Canada, and paid by the consumer. Therefore the miner and the consumer have the greatest reason to wish the thing over and done with.

RIGHT OF WAY IN THE AIR.

The prospective activities of the airship lead a New York jurist to consider the question of right of way overhead. Mr. Cox in the North American Review cites authorities throwing doubt on the old claim that the owner of land holds from the centre of the earth to an indefinite point called the sky. He mentions cases where a crossbar high in the air, projected from a neighbor's lot, and where shots fired at birds soaring over an estate, were not adjudged to be trespasses. On the whole, the New York writer has doubts whether the owner of soil can prevent a traveller from causing a disturbance in the column of air which rests upon his premises. But the increased height of buildings, reaching in some cases seven or eight hundred feet, suggests a rapidly increasing distance from earth to the limit of effective possession, and the navigation of the air itself seems to require the use of space at varied heights in starting and completing the journey. It will probably be found necessary to have some better definition of the landowner's control of the space above him.

Mr. Cox suggests that legislatures may meet the case by declaring that the air above a certain height shall be a public highway, with all the rights to travellers that they may claim on public roads. This, however, would not give the navigator the right to use the lower strata for purpose of ascent and descent. As it is not likely that these starts and finishes can be made perpendicularly, the sailor must have opportunity to accomplish the slant. The matter seems to involve some difficulty, but there is reason to believe that legal and legislative ingenuity will be equal to the solution of the problem.

A GOOD PROPHET.

The Times remarks that Attorney General Bowser was here before the General Dominion Election and made some predictions. He did say that his province would support Mr. Borden, and he was right. The Government postponed three British Columbia elections and allowed four to take place on the day of the general election. The whole seven had been represented by Liberals.

This is what happened:—

Victoria, where Mr. Templeman, a minister, had been elected by 600 majority, defeated him by a majority of 13.

Vancouver, where a Government supporter had a majority of 858 in 1904, elected a Conservative by 1,582.

New Westminster, where the Government had previously a majority of 194, went Conservative by 846.

Nanaimo, in a three-cornered fight re-elected a labor Liberal by a reduced plurality, while the combined vote against him gave a majority of 1,200.

In the postponed election of Kootenay, a Government majority of 767 was turned into a Conservative majority of 936.

In the postponed election of Yale-Cariboo, a Government of 161 was changed into a Conservative majority of 850.

The other riding was Comox Atlin where the Government candidate was not opposed.

British Columbia did even better for the Conservatives than Mr. Bowser predicted.

THE HIGHWAY ACT.

So far as can be learned the Highway Act is working well throughout the province. It is proving to be a popular measure, as it provides the means to give the people better roads while leaving them full control in their own localities. It is found that nearly all the councillors who have become members of highway boards have dropped party considerations and are going about their duties with a determination to give their parishes better roads than they ever had before. There may be a few other cases besides those of two or three St. John parishes where councillors have deliberately set themselves to work to obstruct the system and keep the roads bad for a political purpose. But if there are such instances The Standard does not know of them. The report from Charlotte, Sunbury, Kings, York and Carleton counties is that the useful work done on the roads will far exceed that of any recent year, and that the highways will this autumn be in a better condition than for a long time past. It is doubtless the same on the North Shore and other parts of the province. We believe that it will be found so in St. John county now that the councillors have no political purposes to serve in refusing to do their duty.

Hon. Wm. Pugsley has told the citizens of Victoria, B. C., that Canada will soon have a navy of her own and that in the naval defence scheme there will be included the creation of some huge dry docks, big enough to accommodate war vessels. How the Minister of Public Works does like to talk about dredging and dry docks?—Hamilton Spectator.

W. F. B. P., writing to The Standard, finds inconsistency in horseless carriages advertising horseshoe nails. People are apt to run into such paradoxes when they disregard the fact that the newspaper is the true advertising medium.

The province of Manitoba is not doing the Selkirk Centennial by halves. The Provincial appropriation is $250,000. It is understood that Winnipeg city will give a still larger appropriation.

Yesterday wore away without a reference in the Sun to the "buccaneers," or in the Telegraph to the "traitors."

Superior Dentistry

Emerson puts the POINT pithily:—
"If a man can write a better book, preach a better sermon or make a better mouse-trap than his neighbor, though he build his house in the woods, the world will make a beaten track to his door."
See the POINT?
Our fillings, crowns and bridge work are the best.
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COMMISSION IN SESSION AT FREDERICTON

Continued from page 2.

large quantities. In 1907 and in the present year so far the time lost in clearing out drift wood would have enabled the company to have rafted 2,800 joints at the Mitchell boom alone. The figures at the Douglas boom, would probably be much the same but owing to the foreman's illness, witness had not been able to get the exact figures for that boom. Witness had seen shingles and other refuse being dumped into the river, from the mills at Van Buren. There was a chute at those mills, which dumped all the refuse from the mills, right into the middle of the river and this actually floated down until it was caught in the booms.

In reply to Mr. Jones, Mr. Bliss said the company employed about 500 men when in full operation.

The Busiest Time.

Rafting was busiest from about the middle of May until the middle of July, and from that time the number of men employed diminished slightly. The season usually ended in October. In reply to Commissioner Burchell, Mr. Bliss said that Fredericton was the uppermost point in the river at which logs could be rafted in safe water. There was an average draught of water. There was an overdraught of water in the river at this city about ten feet, and boats could run to St. John at all times. It was not possible to run boats to Woodstock except early in the season and this had been discontinued of late years.

Mr. Allan Fitz Randolph was next called. He said he had been engaged in lumbering for some years, in the firm of Randolph and Baker, now a joint stock company. The firm's mills were at Randolph, about six miles from Indiantown, on the St. John River.

Their company had approximately about 7,500,000 feet of logs to come over the Grand Falls every year. This year they had about eight millions. One of their operations was at East Lake on the Chinecticook River about 15 miles from Grand Rapids, logs were frequently being held there for a whole season, and did not come down river until next year. In 1904 none of their logs came down the river, but were all hung up. In 1903 about half of their logs came and it was found that most of the logs had been held in the booms at Van Buren.

Mr. Fellows Objects.

Mr. Fellows objected to this statement unless Randolph could make it of his own personal knowledge.

Randolph said that any way, the logs never reached the boom company's limits in those years, but came down the river with the ice the next year, and were picked up in the raft drive. Witness had not very large personal knowledge of the upper portions of the river or of the lumber operations going on there.

Asked by Mr. Gregory whether he considered it possible that rafting and driving operations could be facilitated by the erection of storage dams, Mr. Fellows objected to this question as being merely a matter of opinion. Mr. Gregory contended that it was a perfectly fair question, and after some discussion asked for the ruling of the court. The chairman ruled that the question was permissible, and on its being repeated, Mr. Randolph said he did think the erection of storage dams would facilitate driving operations, and he based this opinion upon the fact that the dams already existed, and their benefits had been proved. He instanced the dams on the Tobique. He thought the cost of such dams should not exceed $100 each in the ordinary way. Asked where the lumber limits of his firm were situated, Mr. Randolph said they were in the province of Quebec and were under lease from Mr. Eaton. They contracted for the delivery of the logs from the limits on which they were cut to St. John, and were in the habit of making advances to the contractors for cutting as the work proceeded. Further evidence on this line provoked some little discussion between counsel as to the admissibility of parts of this testimony on the grounds of irrelevance.

Mr. Esty Called.

Mr. Richard Esty was then called, and gave evidence to the general condition of driving from Van Buren downwards. He described the various obstructions to driving first, at White Rapids then Black Rapids or Aroostook, mouth of Tobique and Minniac Rocks. Mr. Gregory's question "was there not a bar at Woodstock?" caused some amusement until he explained that he meant a bar on the river. The witness in reply said that there were both kinds of bars at Woodstock. Witness' duties had been to inspect the driving for the St. John Log Driving Company to see that the contractors did their work properly, and cleaned logs up thoroughly. Could not say whether their logs were coming over Grand Falls any better or worse than they had six or seven years ago. In his judgment it was quite feasible to construct storage dams on the tributary rivers to great advantage. It would not be possible to conserve enough water on Green River alone to keep the driving on the main river. There was a storage dam on the Shogamoc stream, which was of great assistance. The cost of constructing that dam was about $2,500 and it enabled the storage of additional six feet in depth of water over an area of some 1500 acres. There were also dams on the branches of the Tobique, which were of great assistance to great stream driving.

In reply to Mr. Jones, witness said he was engaged as inspector in the year 1906, and in that year there was two and a half millions of logs being held up at Crock's Point. He couldn't say who the logs belonged to, particularly.

In reply to Mr. Fellows, witness said he knew of no other way in which logs could be taken from the river and sorted out among the various owners except by means of booms, where each owner could take out what belonged to him, and send the remainder down the river.

The commission adjourned to meet at St. John, Tuesday, August 10th, where Contractor John S. Scott of the corporation drive, will probably be one of the witnesses.

WEDDINGS.

Snodgrass-Armstrong

A pretty wedding took place at Silver Falls on Wednesday evening, when Miss Margaret Elizabeth Armstrong, eldest daughter of Mr. Samuel Armstrong of Lakewood, was united in marriage to Mr. Frederick Snodgrass of this city. The marriage was performed in the Methodist church in the presence of the immediate friends and relatives. Rev. J. B. Champion was the officiating clergyman.

Tabor-Damon.

Word has been received at Fredericton of the wedding of Miss Hattie Damon, daughter of Mr. Walter L. Damon, formerly superintendent of the Hartt Boot & Shoe Company factory, to Mr. Frank Tabor, formerly of that city. The wedding took place on July 25 at the residence of the bride's mother, Mrs. Frank Allen, of North Grafton, Mass. Mr. Tabor is a jeweler and removed from Fredericton some time ago to Moncton, and is now living at Brockton, Mass., where he and his bride will reside.

MacRae-Wood.

A quiet wedding took place at 7 o'clock yesterday morning at the residence of Mr. and Mrs. George Wood, 30 Rockland road, when their daughter, Miss Cora R. Wood was united in marriage to Mr. Austin D. MacRae, of Newtonville, Mass. The ceremony was performed by Rev. Gordon Dickie in the presence of the immediate relatives and Mr. and Mrs. MacRae left on the Star Line steamer for Fredericton. On their return they will leave on the Eastern S. S. Co's steamer on Tuesday, August 3 for Newtonville, where they will reside.

Zinc Deposits Near St. George

Samples of quartz showing large quantities of zinc have been found in the town of St. George, the finders are strangers and the exact location of the find is being carefully guarded. Mr. Clark of New York, who is spending his vacation at Utopia and who holds a responsible position with the zinc trust and is an expert regarding the metal, saw some of the samples and prononunced "the find" good enough to create big excitement in mining centres and cause a general exodus of miners in western towns where men are ever on the "qui vive" for news of a strike in the surrounding country.—St. George Greetings.

Mr. Allison Edgecombe of Fredericton, who has been visiting his aunt, Mrs. G. Wilbert Currie of Wentworth street, returned home yesterday.

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Boots and Shoes	491.96
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