

The St. John Standard

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ST. JOHN, N. B., SATURDAY, OCTOBER 4, 1919.

SIR ROBERT BORDEN.

One of the most welcome features about all of Sir Robert Borden's utterances is the way in which he invariably, sooner or later, carries his subject into its broadest possible issues. Few men are better able than is the Canadian Premier to bring out the local application of a great problem, and few men are more careful to do this. But it is always rather the vision of the universal aspect than the local aspect which Sir Robert strives to leave with his hearers. Again and again, as the great war swayed back and forth from allied victory to defeat, and defeat to victory, it was given to Sir Robert Borden to make some utterance, either in his own country or at the other side of the Atlantic, which was hailed in every allied country as a word of leadership, encouragement, and hope for which every one was waiting. In those days, his utterances were, for the most part, in the nature of stirring appeals to greater effort, appeals which, however much they might begin with national considerations, always ended in the realm of internationalism in its purest and highest sense. The Canadian Premier might begin with an appeal for Canada. He invariably ended with an appeal for humanity.

Today, Sir Robert, with the first part, at any rate, of a great work accomplished, is engaged, on occasions, to be welcomed, in paying tribute where tribute is due. He has always been ready to speak first of those who were at the front. Whilst the war was in progress, he pointed to their hardships and trials, uncomplainingly and valiantly borne, as a great example and inspiration for all; and today, he is ever ready to "tell again the story" of this devotion. No one, however, knows better than Sir Robert Borden how worthy of tribute are those who stayed at home, those who, with the men and women at the front, made up all that the world understands by the word Canada. And so in his speech to the House of Commons, the other day, Sir Robert spoke of Canada, of her resolve which had "given inspiration," of her sacrifices that had been "conspicuous," and of her efforts which had been "unabated to the end."

But there remained the broader tribute still, and Sir Robert Borden did not fail to pay it, the tribute to every one of whatever nation, who fought in the cause of righteousness. "Thus from the world's effort he passed to the world's hope," he said in conclusion, "men have been conscious of the evils of war, and from the earliest times war-weary nations have held high hopes of a future in which war should cease. Such today is the universal aspiration of mankind."—From the Christian Science Monitor.

STILL DRAWING PAY.

The Telegram is quite up in the air over the Valley Railway bumbling, but perhaps if that paper would search among its own friends some clue to the real difficulty might be discovered. In the days before Mr. Foster, to the great misfortune of the people of New Brunswick, assumed control of provincial affairs, the Valley Railway commission was composed of five capable business men from different parts of the province who served with or without salary, but who received fees of twenty dollars for each day's attendance at monthly meetings, and also necessary travelling expenses. In addition to this Board of Commissioners there was employed an engineer at a salary of five thousand dollars. When Mr. Foster took office he found several supporters anxious for soft jobs, and in order to oblige a couple of these friends he reorganized the Valley Railway Commission by reducing it to three men on salary. The chairman selected by him was Mr. W. P. Jones, a Woodstock lawyer, who was appointed at a salary of three thousand dollars. The secretary was Mr. E. S. Carter, who is also the Premier's secretary, and for his services in the railway commission Mr. Carter was allowed twenty-five hundred dollars per year. The third member of the commission is the engineer, Mr. C. O. Foss, a practical railway man, who is paid forty-two hundred dollars per year. These three commissioners are allowed all travelling expenses, which, by the way, are greatly in excess of the expenses paid to the previous commission, in spite of the fact that the present Board maintains an office in St. John, that two of its members are in this city every day and that the third conducts a branch of his business here. In addition to these three commissioners, employment was given to the daughter of one of them at a salary of twelve hundred dollars per year, and to the son of another at a salary not just now known to The Standard, but in the vicinity of fourteen hundred dollars per year.

When the Valley Railway was completed during the latter part of July, the dissolution of this commission became advisable, but Mr. Foster's friends needed money. True the work before the commissioners—with the possible exception of the engineer—could have been carried on easily

enough by a stenographer working one hour each day, but such a course would not have involved the payment of salaries to those men who needed the money. The abolition of the commission at that time would have deprived some of those commissioners of the opportunity of having frequent trips to Ottawa, Toronto and Montreal which they have so greatly enjoyed during the past few weeks. Consequently those commissioners who under the act were required to arrange running rights over the Canadian Pacific Railway from Westfield Junction to St. John, were in no haste to do anything of the sort, realizing that the moment the line passes to the control of the Canadian National would see the finish of their salaries. They have thus managed to hold onto their jobs for more than two months longer than was necessary, and Mr. Foster has connived at this little scheme at the expense of the province. The Valley Road is now in operation, but it remains to be seen how long these commissioners, their sons and their daughters, will continue to draw salaries of two to three hundred dollars per month from the provincial treasury.

UNION GOVERNMENT.

Twice during the past, few days members of the Unionist party now in Ottawa have met to discuss future plans. On the first occasion only an informal talk was held because of the absence of the leader. At the second meeting Sir Robert L. Borden addressed the members at some length, reviewing in a rather comprehensive manner the platform upon which Union had been formed, touching on the application of those policies since 1917, and intimating that for the future the 1917 platform would stand, with the addition of one or two amendments made necessary by changing conditions. There is no discussion in the Unionist ranks; there is no trace of partisanship as found between members of opposing groups. Those who endorsed Union Government as a war-time measure, who supported its efforts during the progress of hostilities, but in whom the ties of party were stronger than the desire to be of national service, have returned to their former allegiance, and the Unionist party today is composed in its entirety of men who place the good of their country before political advantage. There is no opposition to Union in Canada. It is true that a group of petty politicians, or disgruntled and disappointed opportunists, under the nominal leadership of Mr. McKenzie King, now claim to represent the Liberal party of Canada. What they today represent is something very different, for the Liberal party of former years, which included many men of broad vision and keen intelligence, men capable of placing the interests of their country before personal desires, whose influence made itself felt in our national life, are staunchly allied with the corresponding element of the old Conservative party in giving Canada the best government this country has ever known.

It did not require an address from Sir Robert Borden to enthrall his followers, for the record of the Unionist Government in the past two years is a source of pride to all Canada and of gratification to those acknowledging adherence to the Unionist party. Reconstruction period is producing problems which cannot readily be solved by the application of time-worn policies. From the administrative standpoint the principal issue to come before the people during the next year will be the tariff, and Premier Borden announces the early preparation of a tariff calculated to meet the needs of the country and at the same time to adequately protect the prosperity of all industrial activities while guarding the interests of the consumer. This important matter is thus allowed to remain in abeyance pending investigation of nationwide conditions by men capable of analyzing the evidence to be secured and of presenting the same in proper form for parliamentary consideration. Such friction as may have been apparent in the early months of 1918, when able men of opposing political views were thrown together somewhat unexpectedly, has practically disappeared, and today former Liberals and former Conservatives are administering the affairs of the country as smoothly as though they had been lifelong colleagues.

THE EDITOR'S MAIL

THAT COLLECTION.

We are told that there are some persons in St. John who are stupid enough to think that, when The World spoke of Mr. Tighe, the labor union organizer, getting money from the Mfrs. Union and said Mr. Tighe needs the money, we charged Mr. Tighe with getting money and needing money for himself. As has already been explained in this paper, the money was collected for the treasury of the Union and the payment of dues to the International Union. Mr. Tighe is touring the North Shore, forming unions in different labor centres.

Little Benny's Note Book

BY LEE PAPE.

I was doing my homework last night and was reading the sporting page, and the telephone rang and it was my cousin Artie to talk to me, saying, Hello, Benny, what you doing?
 My homework, what you? I said.
 Nothing, said Artie, and I said, Yes you are, too, you're telephoning to me. That ain't anything, you poor peanut, said Artie.
 O it ain't, ain't it, you big lummox, I said feeling insulted.
 Because it ain't, and if I'm a lummox you're a onion, said Artie.
 O, is that so, you old squashed tomato, I said.
 And I quick hung up before he had time to call me anything worse, and pop sed, Was that Artie you were talking to?
 Yes sir, I said, and pop sed, Well that's a sweet way to talk to your cousin, I must say, I'm surprised at you.
 Well, gosh pop, you would of bin jest as surprised at him if you could of heard him, I sed.
 2 rongs dont make a rite, sed pop, now suppose you jest call him rite up again and apologize.
 Aw G. gosh pop, I sed. Meaning I didnt want to, and pop sed, You herd wat I said. Meaning I had to anyway and I called up Artie number, saying, Hello, Artie, is this you?
 Yes sed Artie, and I sed, Well this is me again, I apologize for calling you a old squashed tomato, you big hunk of mush.
 And I quick hung up again, and pop sed, Good nite, wats the use? Meaning there wasent any.

FORMER KINGS COUNTY MAN CRITICISES ROADS OF N. B. AS HE FINDS THEM

Characterizes the Road from St. Stephen to St. John as the Worst He Ever Saw—Nothing But Weeds, Rocks, Sand and Gutters With Ruts for Two Wheels to Travel in.

Boston, Mass., Sept. 30, 1919.
 Dear Editor,—I noticed in several of your papers this summer articles on the condition of your New Brunswick roads. The writer who wrote once a New Brunswick citizen, motored from Boston to various sections of the Province, and once being interested as a member of the street commission of one of our local cities, I think I know a little of what good roads are and how they should be built to last.

Now, I would not have your readers think for one minute that I have any "political axe" to grind, neither am I disgruntled, for I always enjoy my motoring, and I think I can say that Kings County where I was born; but, as for roads, I would in the first place like to call to the voters' attention the road conditions from St. George to St. Andrews, also to St. John, and if they should doubt my veracity, I think Mr. Weeks, of the Lake of the Woods Flour Company, who accompanied me in that way, for the whole distance, practically from St. Stephen to St. John is without exception the worst I ever saw—rocks, rocks, and gutters, and for miles and miles only two wheels, in fact not fit for oxen, let alone an automobile or horse and carriage, and I venture to say the rocky road to Dublin, or the journey from Jericho to Jerusalem could not be compared to them.

If I am any judge of roads, and I think that I am, I would say your road from St. John to Rothesay is good, and, what I mean, smooth and wide, giving vehicles of any description room to pass without going into the ditch and having to come to a full stop. Now, for the whole distance from Moncton, outside possibly about eight miles around Penobscia, and the road builders there I wish to congratulate; now from there to Moncton, very bad, built I should say by grave diggers. The soil is mostly red clay and they dig a little from the ditch, pile it up in the centre of the road to be packed down by traffic, and when the rain comes it is unsafe, not only for automobiles, but for any vehicles. This your new road from Nauwigewauk to Hampton, would you not say grave diggers built that? It is about six feet wide in the centre with only the earth thrown up from the sides (a grand place for accidents).

Now, to satisfy myself, I watched some of these experienced men do their work, and in a gravel pit I found four men digging, with three teams hauling about two miles. They would load one team, then sit down and spin yarns until another team came back, so I followed one team, saw him deliver his cargo. He would go down the road and where they found a hole, would throw out a coal hod or so, and then another shovelled and packed the team along with a shovel, try and level it down, and if he found one stone he would make a shovel of it and carry it across to the ditch. I should say two loads a day was all they were able to do, an dno cap it all, the boss was

about a mile away sitting on some rails eating choke cherries and apples. No wonder you have such roads! Ask your men to go to Houlton, Maine, and take a lesson of how to build roads. There they built a thirty-mile stretch through swamps, mire and sand, but they made a foundation and built on that and now have a first-class road. But, if money is wasted in throwing a little gravel on the surface, throwing a little clay from the ditch in the centre, when rain comes all must be done again, and the more they do of this, the sooner they will have jobs in cemeteries to dig final graves for the unfortunate who will fall by the way-side.

Now, Mr. Voter, it is up to you; first, find out from your candidate for office what his platform is and if the first plank is not for good roads, properly graded, and give you some thing that will stand, and in the long run save you money, shame and worry.

Thanking you, Mr. Editor, for the valuable space of this letter, I am, Very respectfully,
 FRANK E. FREEZE,
 West Somerville, Mass.

CONTRACT WORK.

To the Editor of The Standard:
 Sir,—In reply to a letter published in the St. John Standard of Wednesday, Oct. 1st, by Mr. Charles J. Cain, in reference to contract work on the St. John street, would say that the statements made in this letter are so ridiculous that they are hardly worth noticing, as they only go to show that Mr. Cain is in no way familiar with modern methods of backfilling when he refers to the use of pounders, as this is an ancient method and has been abandoned by the best engineers and abandoned by almost all contractors for more revised methods of the present day.

With reference to alleyways and stores not being provided for. We would like to know if this Mr. Cain is blind, for if not, he could see that all mores and alleyways which would be subject to any traffic at all were bridged in a proper manner. He was tooting around the job enough to see this, surely. However, we do not think he wanted to see, only to hear himself talk and try to show the public how much he does not know about the contracting business.

With reference to city contracts being let to outsiders. I cannot see how he should make use of such a phrase, for records will show that taxes have been paid by each member of our firm for a sufficient term during the past years to warrant our being citizens in good standing. Further, all tenders are open to the public to make bids on, and even any contractor who comes to same chance to secure this work. Now if Mr. Cain is unable to meet the prices of other contractors we do not see that it is the fault of anyone but his own ability as a contractor.

Again, he refers to our work at the

Dry Lake. Well, we carried this contract through at a time when everything was against us—labor very high and scarce, material and provisions away up, too—in a manner most satisfactory to the Commissioner, Engineer and all others concerned, and if we made or lost money on this job it is none of Mr. Cain's business, as this, like all other contracts we enter into, was completed by us.
 Thanking you, Mr. Editor, for allowing us this valued space in your paper, we beg to remain,
 Respectfully yours,
 MOSES, TOBIAS & FARRIS.

OBITUARY

Frederick A. Weatherhead.

Mrs. T. A. Alexander received a telegram on October 2, announcing the death of her brother, Frederick A. Weatherhead, at Winnipeg. Mr. Weatherhead was born in St. John and resided here until a few years ago, when he went west. He was well known as a plumber. He is survived by four brothers, Joseph, of Saskatchewan; H. R. A. T. and C. W., of St. John; and two sisters, Mrs. T. A. Alexander and Miss Bertha Bell Weatherhead, of St. John. The body will be brought to St. John for interment.

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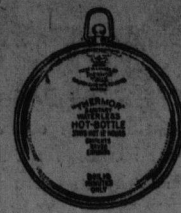
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