The Standard



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ne expecting a German invasion, but he agrees with a premier that the only thing for Britain to do is to maintain her superiority at sea. He strongly censures the Government for ever allowing that supremacy to be placed in doubt. The Conservative leader is not in favor of panic utterances and frenzied shipbuilding, alternative support of the conservative statement of the conservative statement

cast to close the bars in a municipality reduces the number of prohibition triumphs, it makes the victory more complete where it is won. A similar majority is required to restore license and so municipalities in the who will be served by the Valley Railway that the building of the road will be commenced during the present municipalities or license districts in Ontario, 334 were last year under license. In 161 of these a vote was taken on Monday. The result is to remove 79 places from the license list. If a majority vote had been sufficient it is said that 57 others would have abolished license. But most of the 79 are now in the prohibitions oclumn to stay, while if the 136 districts had voted of the Canadian Liberal party is on record in the Imtion column to stay, while if the 136 districts had voted no license nearly all would have been liable to be contested again at the next opportunity. Notice this. Out favor of the very policy which Mr. Balfour advocates. On the other hand we do not hear from Canadian Government circles any hint that Mr. Fielding thinks of a majority vote would have been sufficient to repeal probably a hundred, at least, would have been re-opened. Thus 79 localities were changed from license to no license and only two from no license to license, making a net gain of \$77 for prohibition. Under the majority is not at all clear that the majority of the electors of Thus 79 localities were changed from license to no license and only two from no license to license, making a net gain of 17 for prohibition. Under the majority system there would have been 136 changed toward prohibition, and probably fifty or sixty the other way, leaving less net gain, and no gain that could be considered permanent.

A few years more of such advance and we shall see the first opinion of the local prohibition, and probably fifty or sixty the other way, leaving less net gain, and no gain that could be considered permanent.

A few years more of such advance and we shall see the first opinion of the local prohibition. It is beginning to be perceived that not nearly all the voters are making a noise, or following the men who make the most tumult.

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Reval.

the temperance men enthusiastically in favor of the three-fifths clause, and the liquor trade against it. This clause will enable the opponents of the saloon to

The potato shippers from this province to Cuba have a serious problem to face in dealing with a monotat Havana which was determined to destroy their le. Without the active sympathy and practical port of the provincial Government the business would asbly have been ruined at the start by this cut-throat osition. It was met by providing good storage actual contains a start of the start by the cut-throat osition. It was met by providing good storage actual contains a start of the start by this cut-throat osition. It was met by providing good storage actual contains a start of the start o

PUBLICITY AND MORE.

Countries and cities may profit by judicious ad ertising as well as industries and commercial enter rises. The things which are to the advantage of the own may be made known in the right place. To this town may be made known in the right place. To this end many growing and progressive communities maintain a publicity department. By proceeding along these lines progressively, and yet with such practical restraint as an experienced trader would impose upon himself, the city should get the proper kind of publicity where it will do the most good. Cities are not "boomed" by talking about booming them, and by shouting their own praises to themselves in general and indiscriminate terms. It is perhaps more important to convince the people who own the town of their advantages and opportunities than it is to persuade outsiders. In both and all cases it is necessary to be specific, practical and truthful, not pretending to an excellence that cannot be found when it is sought, but diligantly seeking out the merits that we have and persistently making them be found when it is sought, but diligantly seeking out the merits that we have and persistently making them known. It is equally necessary to find out our defects and to remove them. We want to make it clear to all that this is a good city to live in, a good place to visit, a good position for industries and for many kinds of business. If in any way St. John comes short of the advantages which we should like to commend, public spirit must be invoked to bring it up to the mark. Improvement and publicity go together. Stagnation and boasting can never take their place.

PERIL OF THE AIRSHIP.

The art of navigating the air is making rapid progress, but those who lead the way are paying heavy penalties. When aerial travel shall have become com-SAINT JOHN, THURSDAY MORNING, JAN. 6, 1910.

THE LAST STAGE.

It is not likely that Mr. Balfour and his party have lost much in the campaign from the fact that their opponents had things their own way in the first two weeks of public speaking. The word now is that the form of political oratory with which Mr. Lloyd-George, and Mr. Winston Churchill entertained the multitude in December has begun to grow wearisome. There is no reason to suppose that the noble rage of the orators has been repressed, but the people demand something else. Mr. Balfour returns from his sick chamber with some serious reflections about the navy. He points out that for two years before Mr. Asquith, Sir Edward Grey and Mr. Haldane, started the panic by stating that the naval programme of Germany was placing British supremacy on the sea in danger, Germany was carrying out her Dreadnought scheme. This fact was not known to the mass of the British people, but it must have been known from the start to the British Government. Yet the programme of Germany was allowed to proceed until such a crisis arrived that the British ministers felt justified in proclaiming to the courty and the world will forget the names of the pioneers who save falled in the hour when the elading aviators who have been known from the start to the promise who have been killed in the hour when they were winning success and applause. Like the last preceding eminent victim he met death while giving a public exhibition. It seems to be both an advantage and a drawback to the progress of this art that it lends treel' so strongly to spectacular display. The exhibition and prizes give the advertising necessary to enure success, and are a source of revenue and an inducement to financial support. But they tempt the inventor row perator to give attention to the theatrical side of the enterprise when perhaps his attention should be given to the mechanical and scientific considerations. The government. Yet the programme of Germany was allowed to proceed until such a crisis arrived tha mon the world will forget the names of the pioneer who sacrificed their lives in establishing this method of

MR. FLOOD'S ACKNOWLEDGEMENT.

favor of panic utterances and frenzied shipbuilding, alternating with long periods of inaction and indifferences.

He believes it is better for a nation to keep awake than to breed nightmanes When The Standard made the statement that the to breed nightmares.

While Mr. Asquith has made himself solid with the Home Rulers, he has stirred up again the old Unionist spirit. Such men as Lord James of Hereford, who left the Liberal party on the Home Rule issue, and who left the Conservative side on the question of the Lords and the budget, will find the Conservative tariff platform to be an easier dose than the Liberal Nationalist alliance, If the spirit of 1886 is stirred up again in the next ten darks. Home Rulers, he has stirred up again the old Unionist spirit. Such men as Lord James of Herstord, who left the Liberal party on the Home Rule issue, and who left the Liberal party on the Home Rule issue, and who left the Conservative side on the question of the Lords and the bodget, will find the Conservative side on the question of the Lords and the bodget, will find the Conservative side on the question of the Lords and the bodget, will find the Conservative side on the question of the Lords and the bodget, will find the Conservative side on the question of the Lords and the bodget, will find the Conservative side of the position when the salary as designed does than the Liberal Nationalist alliance if the spirit of 1886 is stirred up again in the next to days, we can easily foresee what will become of Lloyd George and his following. If Mr. Gladstone with all his permassive power could not make bis own party accept Home Rule, Mr. Asquith may find that he has blocked his own road.

The THREFIFTHS CLAUSE IN ONTARIO.

There is still some complaint among Ontario problibilion two parts accept the commend than condemn this system from the temperame point of view. Under the majority system of the town of the property of the place was that of the story commended the problem of the property of the place was the problem of the property of the place was the problem of the property of the place was the problem of the property of the place was the problem of the property of the place was the problem of the property of the property of the property of the property of the place was the problem of the property of the

The Halifax Chronicle makes last year's products of Nova Scotia worth \$114,400,000. This seems to be a large figure, and the singular feature of it is that the value of farm products is given at only \$29,000,000, or one-fourth of the whole. It is represented that the produce of the coal mines and iron and steel works exceeded in value the products of all the farms in the province.

Our report from Halifax gives details of one of the most disastrous storms which have ever visited the Nova Scotia coast. It came suddenly, catching the shore fishermen out in their hoats, and the schooner fishermen in their dories. The loss of life cannot yet be computed, and may prove less than is now feared. But it is serious.

The Montreal Star figures that there are now fifty millionaires in that city. A good many names are added to the group since last year. Among these is one Nova Scotian, Mr. N. Curry, and one New Brunswicker, Mr.

R.P. & W. F. Starr.



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WEDDINGS.

ville.

John W. Marshall.

John W. Marshall, the young son Mr. and Mrs. A. Leonard Marsh died at his parents' home, 192 Qustreet, at an early hour yester morning, aged six years. He I been ill for some time. The fune will be held on Friday.

will be held on Friday.

Mrs. Mayes Case.

As briefly announced in The Survey of the Survey of S

N. B. Southern Railway

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