

The Standard



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SAINT JOHN, TUESDAY MORNING, JULY 12, 1910

MR. ROBILIN'S VICTORY IN MANITOBA.

The people of Manitoba have given Sir Wilfrid Laurier his answer. The returns from the elections in the Prairie Province show that Premier Roblin has again swept the polls. The weak-kneed opposition, recognizing that they would be hopelessly beaten, welcomed the assistance of a band of mercenaries from Ottawa to conduct a campaign of slander throughout the province. The signal failure of the combination to shake the confidence of the people in Mr. Roblin and his government is but another instance of the way the electors resent the interference of the government machine in provincial affairs.

The Manitoba opposition was largely made up of men who were actually in receipt of salaries from the Dominion government. They had secured positions of various kinds within the gift of the Laurier administration. It is small wonder that the people of the province refused to vote for an aggregation mainly composed of office seekers.

Personal attacks on Mr. Roblin and his colleagues were made the feature of the opposition's campaign. The Roblin government appealed to the electors of the province on its record of enactment—of things done. Ten years of progressive government entitled it to endorsement and yesterday the people recognized the claim.

It was an all important election for Sir Wilfrid Laurier. Much depended on whether he could secure a pliant government to further his proposals for the settlement of outstanding questions with the province. He recognized the advantage which would accrue from being able to deal with the franchise and the registration of voters. But the people of Manitoba had their own ideas about these things. The sunny smile will hardly be as spontaneous as usual when the Premier arrives in Winnipeg today.

MR. HAYS SHOWS HIS HAND.

Since the Grand Trunk Pacific became an issue in Dominion politics one of the strongest arguments against the policy of the Laurier government, and one which has appealed more directly to the people of the Maritime Provinces, has been that the road from all points west of Montreal would be a feeder for the Grand Trunk and its Atlantic terminals at Portland, and that the longer haul via Moncton to St. John and Halifax would, to a great extent, prevent these two Canadian ports on the Atlantic seaboard from sharing in the traffic.

Mr. Fielding and other defenders of the government have had nothing better to offer in reply than to point to the government's control of unrouled freight and to appeal to the sentiment of patriotism. The man who knew and could have answered the arguments of the opposition was Mr. C. M. Hays, president of the Grand Trunk, and the Grand Trunk Pacific. He, if any man, could have thrown some light on the policy of the new road and on the outlook for business through Canadian ports, and Mr. Hays was strangely silent.

But Mr. Hays has at length shown his hand. Last week the president of the Grand Trunk was confronted with the probability of a strike of the employees in the train and yard service on his road, and issued a statement giving the railway's side of the dispute, and offering an increase in rates of pay approximately 18 per cent. In the course of his reply to the men's demands Mr. Hays pointed out that there had heretofore always been a differential between the Canadian Pacific and the Grand Trunk in the rates of pay and instanced the advantage which the Canadian Pacific derived from larger bonuses, larger grants of land, exemption from taxes, and a higher basis of freight rates through its territory in the North West.

Mr. Hays then proceeds to hold out to the men the following inducement:—"The management will pay the same standard of wages as the Canadian Pacific as soon as the Grand Trunk, through its relation with the Grand Trunk Pacific, is in a position to participate in the higher rates obtaining on traffic in the North West, by reason of the completion of that road and the obtaining of through rail connections between the Grand Trunk and the Grand Trunk Pacific, which should be accomplished within two years."

So now we know definitely from Mr. Hays what benefit the Grand Trunk expects to derive from the completion of the connections with the Grand Trunk Pacific. It is looking forward to the time when it will participate in the higher rates obtaining on traffic in the North West. And these higher rates to benefit the Grand Trunk can only be secured by routing the traffic via Portland. It is the western section of the Transcontinental where the money is to be made, and which is going to prove such a bonanza for the parent road.

In view of this statement, does anyone suppose that when in two years time the connections are completed, Mr. Hays, if he can help it, will permit a pound of freight to find its way via the Maritime Provinces to St. John and Halifax? Mr. Hays is looking for more than the ability to pay the same standard of wages as the Canadian Pacific. He is looking for more business for the Grand Trunk, and to secure this business, as he impressed upon the employees, the Transcontinental must be the feeder for the road which has terminals at Portland.

An extract from a recent editorial in the Montreal

Witness (Liberal), is worth quoting in this connection:—

"The government can hardly control the traffic over the Grand Trunk Pacific should a shipper route his goods, and this is where the criticism of the leader of the opposition will make itself felt in the minds of those who have all along claimed that the Eastern Division of the Grand Trunk Pacific was being built by the government not for commercial but for political purposes. If in winter a shipper in Winnipeg routes his goods for export via the Grand Trunk Pacific and the Grand Trunk, the goods will go via Portland; if in summer they will come to Montreal, probably via the Great Lakes, from Port Arthur to Midland or Depot Harbor and Grand Trunk to Montreal. The same applies on westbound traffic. The government can only control traffic that is not routed. The Hon. Mr. Fielding, however, believes that the patriotism of Canadian business men will furnish the line with lots of traffic; but patriotism is not likely to figure very much in the rapid transportation of goods. The Canadian business man, no matter how patriotic he may be, will hardly leave his goods unrouted if that means they must be hauled all the way from St. John N. B., over the Grand Trunk Pacific, a distance of about 750 miles to Montreal, when by routing the goods via C. P. R. from St. John, he will save 269 miles, and from Portland, Maine, via the Grand Trunk, he will save 450 miles."

As a set off against the patriotism of the Canadian business man and the government control of freight that is not routed, we now have the statement of Mr. Hays that the Grand Trunk is looking forward to participating in the higher rates obtaining on traffic in the North West by its connection with the Grand Trunk Pacific. The president of the Grand Trunk is not dealing in patriotism. He wants all the business he can get for his road. The charge brought against the government by Mr. Borden that the Eastern Division of the Transcontinental was not being built for commercial but for political purposes is being proved up to the hilt. The cow which is being fed in Canada will surely be milked in Maine.

BLACK BRUTALITY.

Before the city of Reno, Nevada, once more fades into the semi-obscure of a divorce resort, having ceased to hold the eye of the continent, we may well reflect upon certain features of the recent brutal exhibition whose significance may have been lost in the general shuffle to resume our normal mental attitude and attention, and in the rejoicing that the event has gone its way to mingle in memory with the other events of the dark ages of the past.

It is only fair to acknowledge the enormous psychological and moral good accomplished without intention by those who have promoted this pugilistic venture. Anything that will cause men to think together of a common topic, and feel together a common emotion, must necessarily have a huge effect in the process of moulding many individuals into a united social organism, which latter enterprise is the one most important today. However we may regret the cause of the common thought or thrill that caused the effect, we may at least feel glad that the unifying process has been aided even by what seems wholly evil.

Besides, the reaction against the whole practice of pugilism has been enormous. The action of the Governor of California in forbidding the fight to take place in that state, is wonderfully significant of the force of public sentiment, especially when one remembers what has taken place there during the last few years. And back of all the interest that was displayed through every part of America in the contest, and which packed mobs of thousands in front of every great newspaper office in the country, there was a healthy and forceful repudiation of the whole pugilistic principle. It has been freely prophesied, and with the best basis of reason of likelihood that there will never again be such an event, and that when Jeffries went down to defeat in Reno on July fourth, he carried with him the gladiator's last chance to attract the attention of the people by his barbaric brutality.

The best way to cure evil is to openly exhibit it before the public gaze. Wrong prospers only on the quiet and the side. Much that now takes place in private and is tolerated by the public, would be definitely repudiated if it were shown in all its crass cruelty. And now that the public has been forced to look on while all the nauseating details of this affair have been arranged and reviewed in the press, the people will have an excellent opportunity to reflect on the amazing stupidity of it all and of themselves.

It is a matter of congratulation that the victor belonged to that dark-hued race that we are fond of calling inferior, and who, taking every fact into consideration may fairly be placed in a lower scale of evolution than his brother of whiter skin. It is entirely fitting that the fight should go to the representative of the lower race, if one is to be regarded as lower than the other. It is not to be expected that an evolved mankind should hope to compete successfully with the brutes whose sole claim to superiority lay in their physical power.

Man's distinctive advantage, given to him in the evolving process, is mental, and not muscular. Any one of a hundred beasts can defeat him as a mere physical fighter. His glory lies in the possession of powers which are upon an entirely different line. The fight in Reno was a late survival of the primitive stage of humanity. Not men, but men-brutes, met upon that arena, and sought, with the old instincts of the tiger and the bear, to deal the brute-blow of defeat. Those who gathered at the ringside, cheering on the battling brutes, had forgotten to a man—the women present are not to be mentioned under the feminine—the characteristics that made them men, and removed them from the level of thug pugilistic thugs who fought.

Imagine, if you can, any of the men who have made history, or who have played large part in bringing mankind up to a higher level of life, taking part in such an encounter. Think of Shakespeare as a prize-fighter! Imagine Goldwin Smith as a slugger! Think of the man you most respect and admire stripping to a loin cloth and hitting with all his power in the attempt to disable some man a little weaker than himself! It is unthinkable.

If some one in this country must be champion of brute power, by all means let the negro race get what pride they may out of it. We can better afford to yield the belt to them than to hold it. It is most fitting that it should go to a race whose degree of intelligence would permit the holding of an all-day prayer-meeting in a Kansas town, for the petitioning of divine favor in granting the victory to the black brute who fought as their racial representative.

Let us remember that there is a nobler aim ahead of us than mere muscular might. We are hopelessly handicapped in that by the other brutes who still use all four of their feet for defensive and offensive purposes. There is wisest sense in the statement that any brute can fight, but that only a man can arbitrate. It is the acknowledgement of the basis of our superiority as being, not in fighting, but in refusing to fight, and in using those powers which have come to us as the result of the eons of upward evolution.—Ottawa Citizen.

A wave of sympathy will go out to the town of Campbellton in the ruin and loss caused by the devastating fire which prevailed there yesterday. Details are yet wanting, but if reports are correct, the destruction of property is widespread. The catastrophe will prove a severe blow to the thriving and prosperous community on the North Shore.

A BUTTERFLY.

Psyche, like a golden ray,
Looping, swooping down the day
Would that I might voyage like you
Through the vast of brooding blue
Careless as the gypsy wind,
With no burden save to find
Where the honey sweetest lies.
In what bloom's phylacteries?
Then, when vermillion sets the sun,
And the amber hours are done,
With the purple draught of sleep
To be drugged in dreams so deep
Naught would rouse me till the brave
Robin trilled his matin stave!
There were much of rapt content
In a life so blithely spent.
Brief, and yet how opulent
Brief warm happiness, the breath
Wherewith beauty glows till death
Yea, and after! To clear eyes
Beauty's aura never dies,
But finds newer, fairer birth
In the lovely things of earth.
—Clinton Scollard.

THE GARDEN OF DELIGHT.

When you come to the gardens
Where the words are inscribed:
Friend, here it will be well for you
To abide; here pleasure is the highest
good; there will meet you the
keeper of the place, a hospitable,
kindly man, who will set before you
a dish of barley porridge, and plenty
of water and say: Have you not
been well entertained. These gar-
dens do not provoke hunger, but
quench it; they do not cause a greater
thirst by the very drinks they afford,
but assuage it by a remedy which is
natural, and costs nothing. In this
pleasure I have grown old.
—Seneca.

Good Stories

The members of the Cumberland Club in Portland tell this story about Tom Reed.

Reed and a companion went to the club one evening, hung their coats in the cloak room and spent the evening talking politics. When they went to get their overcoats on leaving, Reed's friend thrust his hand in the pocket for his gloves and pulled out a pocketbook that was not his and which some one had put in there by mistake.

"What shall I do?" he asked Reed.
"If I go around the club with a pocket-book in my hand it will look strange."
"That's all right," said Reed.
"Keep the pocket-book and set the coat again; we'll go back in the smoking-room."

JOSH WISE SAYS.

"Marriage is never a failure to the minister who gets big fees."

Norah's Joke.

Mistress—Norah, you raise the dust when you sweep.
Norah—Yes, mum, me wages is goin' on while O'm doin' it.

A Fortunate Ignorance.

Mrs. Casey—Who was it hit ye?
Casey—Shure, I dunno. 'Twas in the crowd.
Mrs. Casey—Praise the saints! Now ye won't be gettin' licked again trying to lick the felly that hit ye.

What Counts Most.

"Then you don't believe in the saying, 'Handsome is as handsome does'?"
"No; it isn't so much what Handsome does as the way he advertises it."—The Catholic Standard and Times.

Ambiguous.

Country Butcher—Sorry, ma'am. I've nothing but beef today, as my poor old horse died yesterday, and I've not been able to go to market!

Ever So.

The Bankrupt—How unjustly are possessions divided! Those who have the most credit are precisely those who don't need it.—Fliegende Blätter.

Heard at the British Museum.
Alf—Ere's another of them Egyptian dummies—The Tatler.

BIG DREADNOUGHT FOR ARGENTINA

Philadelphia, Pa., July 11.—The keel of one of the biggest battleships in the world was laid Saturday afternoon in the yards of the New York Ship Building Company at Camden. She is destined for the Argentine Republic.

About noon Admiral Domeca Garcia, president of the Argentine navy commission, and several of his aides met officials of the shipbuilding company at the yard, and the immense keel was hoisted and put in place by a 100 ton crane.

The laying of the keel was part of the celebration in the United States of the natal day of the Argentine Republic. Immediately after the keel was laid, visitors and officers of the shipbuilding company were guests of De Courcy May, president of the company, at luncheon.

The battleship is to be of the Dreadnought type, 586 feet long, 93 feet 6 inches beam. She will have a displacement of 27,500 tons, and will take two years to build.

KERMIT GOES ABROAD ON HUNTING TRIP

New York, N. Y., July 11.—Kermit Roosevelt, who was with his father on the African hunting trip, sailed away Saturday for Europe in company with Congressman William W. Cocks, of Oyster Bay, on the steamship America. Mr. Roosevelt carried considerable luggage with him and a number of guns, and it is understood that he will do some hunting in Switzerland. He expects to return some time in September, and declared that his only object in going to Europe was for recreation and pleasure. Having been away for 15 months, it was expected that Kermit would spend the summer at Oyster Bay, and his trip to Europe was quite a surprise to his friends.



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To the Stockholders of the Standard, Limited:

Notice is hereby given that a special general meeting of the shareholders of The Standard, Limited, will be held at the Company's offices, No. 82 Prince William street, St. John, N. B., on TUESDAY, the 12th day of July, instant, at half-past two o'clock, for the purpose of considering and sanctioning a by-law for the increase of the capital stock of the Company to ninety thousand dollars, which by-law was enacted by the Directors on the 7th day of June 1910.

BEVERLEY R. ARMSTRONG,
Secretary Treasurer.
J. W. DANIEL, President,
St. John, N. B., 4th July, 1910.

To the Stockholders of the Standard, Limited:

Notice is hereby given, in accordance with the by-laws of the Company, that the annual meeting of stockholders will be held on TUESDAY, July 12th, at 3 p. m., in the Standard Office, 82 Prince William street, St. John, N. B.

BEVERLEY R. ARMSTRONG,
Secretary Treasurer.
J. W. DANIEL, President,
St. John, N. B., 4th July, 1910.

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Havana, July 11.—Col. Geo. Valera, a mulatto, and six others, most of them colored men were arrested by the secret police charged with conspiring to stir up an uprising against the government. The seven men were on their way to Vieja Bermeja, in the province of Matanzas, to which place a trunk containing arms and ammunition and dynamite had been shipped from Havana.

Letters and documents found on the prisoners, who have been brought to Havana, are believed to implicate many other persons in the conspiracy. The trunk was traced by the police to the medical school of the Havana University. The janitor of that institution was arrested today and a large quantity of dynamite was found in his possession.

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