

The Standard



Published by The Standard Limited, 52 Prince William Street, St. John, Canada.

SUBSCRIPTION.

Morning Edition, By Carrier, per year, \$5.00
Morning Edition, By Mail, per year, 3.00
Weekly Edition, By Mail, per year, 1.00
Weekly Edition to United States 1.52
Single Copies Two Cents.

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SAINT JOHN, TUESDAY MORNING, AUGUST 9, 1910

THE INFLUENCE OF MR. PUGSLEY.

The announcement was made in The Standard yesterday that the value of real estate in Crouville had increased in consequence of the decision to build the dry dock near the Municipal Home in Courtenay Bay. The Times hastens to remark that the readers of The Standard must have received a rude shock, as they had been led by this journal and by Dr. Daniel to believe that there would be no development at Courtenay Bay, and that Hon. Dr. Pugsley was merely fooling the "people."

Neither The Standard nor Dr. Daniel ever made so ridiculous a statement as that there would be no development at Courtenay Bay, which is a natural asset of St. John, and must obviously be utilized as increased facilities are required. Therein the Times is in error, as has been pointed out in these columns more than once. It is, however, a satisfaction to be able to agree with the Times in the latter part of its remarks. Both Dr. Daniel and The Standard have repeatedly led the people to believe that Mr. Pugsley was fooling them, and not only led them to believe it, but proved it up to the hilt.

If Mr. Pugsley's statement that 10,000 ton ships would this season be loading and unloading cargoes at wharves in Courtenay Bay was not fooling the people, we would like to know what is. If the inspired statement of Mr. Pugsley's organ, the Telegraph, that trains on the Grand Trunk Pacific would be bearing the golden grain of the west through this province to the ports of St. John and Halifax before next spring was not fooling the people, we would like to know what to call it.

The trouble with the Telegraph and the Times is that when in the natural course of events, there is a prospect of development in the port of St. John, they invariably depict Mr. Pugsley as a sort of beneficent fairy at the touch of whose magic wand these things will be brought about. Mr. Pugsley is no fairy, although, judging by his statements at times, he might be mistaken for one of these light and airy beings whom Shakespeare calls "Moonshine Revellers."

This attitude of the dredging organs is, of course, well understood. It is their method of showing gratitude for benefits received. Still it is misleading. The dry docks which, following the concerted action of the shipping interests of Canada, are to be built at Levis and at St. John in Courtenay Bay, will not be the result of any monumental efforts on the part of Mr. Pugsley. If Mr. Pugsley had never been heard of, the natural advantages of these two sites would have remained unchanged. The same argument applies to the Grand Trunk Pacific terminals. Mr. Pugsley cannot be held responsible because the only possible site has been selected. It suits the Telegraph and the Times to cast the glamour of Mr. Pugsley over these events, but that will not alter the facts.

GERMAN ASPIRATIONS.

A very remarkable letter from a German correspondent in Hanover appeared the other day in the columns of the London Daily Express. The writer described himself as a friend and admirer of England, and is to be praised, of course, rather than blamed, for his evident and deep-seated pride in the progress of his own race and Fatherland. Several points he makes regarding that progress (points of comparison with Britain, in which he sees assurance of Germany's destiny eventually to dominate the world) are worthy of note.

He pays no great heed to the Dreadnought race, and, rightly enough, is concerned more with the race between men and nations, in human development. Of his countrymen he says:—

"We bring up our young men with the definite understanding that they shall know something of the wide world before they take up the threads of business at home. Therefore we send them to England, to France, to America, to the Far East, perfecting them in their various callings. Your Bloomsbury and South Hampstead are perfect nurseries for German commerce. There our young men learn their English, and in your city they have unfolded to them the intricacies of your business methods, which it will be their task thereafter to combat. When they have finished they come home to Germany or go abroad as the representatives of German houses, thus laying deeper the foundations of Germany's conquest of the world. Your English boys do not come to us to learn our methods. Therefore we have the upper hand of them in the end. * * * Now, "what does all this mean? It means that Germany is the coming power. It means that you may build ships until every shipyard in England, Scotland, and Ireland resounds with the hammer day and night, and yet you will not succeed. If, unfortunately, it should come to the arbitration of war, you might defeat us at sea. We loyal Germans doubt it, but even then we hope it will never come to this. But should it, unfortunately, mean a conflict, you might bring us to our knees for a year or two; but in the background of the world there are millions of Germans ready to take up the threads of commerce so rudely torn by the shock of war, and to weave again the great fabric of German power and influence throughout the world."

The letter concludes with the words:—"Think it over." Commenting on the remarks of this correspondent the Standard of Empire says:—"The obvious answers, first, to his assertion that 'English boys do not come to us to learn our methods,' and, secondly, to his remark about the millions of Germans waiting in the background, are that our lads have better countries than Germany as

fields for their energies and nurseries for their development. In Canada, Australia, New Zealand, British South Africa, India and the Colonies, there is finer scope for them than in any German counting house or than any German, however enterprising and energetic, obtains in Soho or the City.

Again, as to the reserve millions in the background, is Germany singular in this? Did the South African war, and recent Overseas naval and military developments bring no suggestion to this correspondent of there being a few millions of reserve Britishers of a pretty useful sort in certain Dominions beyond the English Channel? "But if you will look in a directory of Sydney or Melbourne," adds this correspondent, "you will find that the great houses have German names." What, all of them? However, though this will be news, we fancy, to the Anthony Horderns of Sydney and their peers in Melbourne, we would venture the assertion that, whatever the directories may record, British need would bring pretty substantial British aid from the Commonwealth.

THE HIGHWAYS.

The fact that the highways of the province have been improving ever since the Hazen government came into power, and inaugurated a common sense method of dealing with conditions which were a standing rebuke to the late administration, is evidently causing the Telegraph serious annoyance. Every few days the organ of the local opposition is constrained to return to the subject. It has no definite charge to make that would carry weight from a non-partizan standpoint. From time to time The Standard has published reliable reports from different districts in the province, which prove conclusively that the statements of the Telegraph are without foundation and manufactured simply for party purposes. It is not contended that the roads are all in perfect order. The scandalous condition into which the highways had lapsed under the old regime will take years to repair, but in every municipality effective work is being done each year, and the farmers and residents in the country districts have not been slow in realizing this fact.

A review of the work being done in Carleton county is published in the last issue of the Woodstock Press and may be taken as a sample of the general activity throughout the province. "The condition of the highways in Carleton county, and probably throughout the greater part of the province during the early part of the present season," says the Press, "was very far from satisfactory. Narrow partizan journals, like our Queen street contemporary, having no judgment to exercise and no regard for justice to control them, were ready to blame the government. The cause was not far to seek, not hard to discover. In the early spring the frost came out of the ground leaving the roads much softer than usual on account of the very wet condition which prevailed in the late fall last year. Heavy and frequent rains in the early part of the summer, together with the heavy traffic caused by the large movement of potatoes late in the spring, all combined to leave the highways, as we have said, in an unsatisfactory condition."

"We have had the privilege of observing recently the present condition of the roads, and we have heard from nearly every section of this country, and we believe it is now correct to say that the highways of the county were never in better condition than they are at the present time. In most districts of the county splendid work, bringing most satisfactory results, has been done on the roads. Here and there will be found a partizan county councillor lagging back a bit, but in most parishes the highway boards are endeavoring to carry out the new highway act in a way that will be satisfactory to the people and result in better roads."

"A work of considerable importance to the people of the town and parishes of Woodstock and Richmond, as well as the general travelling public, is to be started within a few days. Many of our readers know what a soft, bad piece of road there is for about half a mile on the Houlton road near the Upham place, only a short distance beyond the town limits. This was during the spring and early summer probably the worst spot in the county. Mr. James Carr, president of the Good Roads Association, has been urging the local government to make an expenditure at that spot of such a character as to bring lasting results. Last week the Provincial Secretary, when here, with Mr. Munro went out and examined the highway, and since that time they have arranged that under Commissioner McBride the work shall be undertaken to put this piece of road in first class shape."

"Messrs. Fleming and Munro have been in touch with the highway boards in the different parishes and watching most carefully the interests of the people in regard to expenditure on the highways."

"Last year a very large number of bridges were built and repaired in this county, and the work is at the present time proceeding vigorously under the direction of the structural superintendent."

CURRENT COMMENT

(London Free Press.)

There is a very grave danger that throughout the United States and Canada too, homes are being made the price of an auto. A New York paper relates an instance of an automobile company's agent going from bank to bank in an endeavor to raise a large loan and offering real estate mortgages as security. The mortgages had been made by buyers of cars. Isn't the home a pretty heavy price to pay for an auto?

(Montreal Herald.)

Mr. Crippen is by no means a great murderer. It is against the common criminal that science has armed the hand of justice with triple force. The great criminal is the man who knows how to wrest the work of science to his own advantage and not that of society. It takes more brains and more nerve than ever to be a great criminal, but it is still a comparatively safe vocation.

(Toronto News.)

Do not worry because your neighbor has a sideboard worth \$120. Perhaps only two three-dollar instalments have been paid on it.

(Glencoe Transcript.)

You can't keep a good thermometer down.

TIME ENOUGH.

I know it is early morning,
And hope is calling aloud,
And your heart is a-fire with Youth's desire
To flurry along with the crowd,
But linger a bit by the roadside,
And lend a hand by the way,
'Tis a curious fact that a generous act
Brings leisure and luck to a day.

I know it is only the noontide,
There is chance enough to be had;
But the hours run fast when noon has passed,
And the shadows are close behind.
So think while the light is shining,
And act ere the set of the sun,
For the sorriest woe that a soul can know
Is to think what it might have done.

I know it is almost evening,
But the twilight hour is long,
If you listen and heed each cry of need
You can right full many a wrong,
For when we have finished the journey
We will all look back and say:
'On life's long mile there was nothing worth while
But the good we did by the way.'
—Ella Wheeler Wilcox.

ANSELMS PROOF OF THE EXISTENCE OF GOD.

We define God as a being than which nothing greater can be thought; a being with the added attribute of existence is greater than one merely in idea. Therefore God exists not merely in the mind, but also has a real existence outside of the mind. —ROGERS.

Blest Be Nothing.

Wife—the doctor writes that in view of our poor circumstances he will not present his bill immediately. Artist—We are lucky that our circumstances are no better; if they were we might have to pay at once. —Fleegende Diabloter.

A New Trust.

Hyker—I hear the apple growers are about to form a gigantic trust. Fyker—if they do I suppose the stock will be diluted with cider instead of water. —Chicago Daily News.

N. B. OFFICES IN LONDON

Another Account of the Opening by Lord Strathcona of the Province's Up-to-Date Business Quarters.

(Standard of Empire.)

In order to cope more satisfactorily with the expanding work which is being accomplished in London by the Government of the Province of New Brunswick, the agent general, Mr. A. Bowder, has transferred his office from Cannon street to 37 Southampton street, Strand. From here henceforth, the business of the province will be conducted. Products of this remarkably fertile country may be seen here from time to time, and any intending settlers in New Brunswick who desire information concerning the country will obtain all they require on application to Mr. Bowder. The ceremony of opening the offices was conducted on Monday afternoon, in the presence of a large representative assembly.

Mr. A. Bowder, at the outset of the proceedings, welcomed Lord Strathcona and the company on behalf of the Province of New Brunswick. He spoke of the necessity for a central office, so that the province might adequately be represented and advertised from which information, the most important might be diffused concerning the attractions, history, possibilities, and requirements of New Brunswick.

Lord Strathcona, who received a hearty reception, spoke of the pleasure it gave him to be present at such a gathering, and described New Brunswick as a delightful place to visit. Most Englishmen who had gone there, his lordship added, had been pleased with what they had seen. In the matter of sport, it was a great country, in fact there was no better sport in the world over than was to be found there. In New Brunswick they found that fine animal, the moose, he was there in abundance. There were also other deer, and as for salmon fishing he did not know a better place in the world. After saying that he thought it was unnecessary at this time of day to refer in detail to the potentialities of New Brunswick, Lord Strathcona briefly referred to the increasing population of the province and its growing prosperity. Then striking a personal note, his lordship said it was the duty of the high commissioner for Canada to do the best he possibly could, not for one province of the Dominion, but for the whole of it, from the Atlantic to the Pacific, and he added that he really believed that good work for the whole of Canada was done from the high commissioner's office. The men of New Brunswick, as well as the men of Nova Scotia, the adjoining province had made names for themselves in the western world, and had been amongst its best citizens. He had known many people who had gone to New Brunswick simply to look round who had made up their minds to settle there. New Brunswick was one of the most important provinces of Canada, the first nation born within the Empire. But there were other nations, they must remember—the Commonwealth of Australia, New Zealand, and more recently, South Africa—all

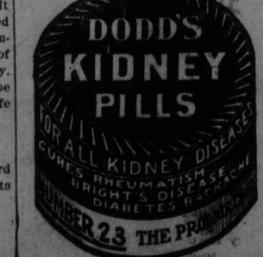
SHIPPING NOTES.

Furness Line S. S. Shenandoah, which arrived in port with a general cargo from London via Halifax, Saturday evening, commenced loading for London yesterday. She is expected to steam tomorrow.

Coal steamer Cape Breton arrived this afternoon from Sydney, C.B., with a large cargo.

The bark Brookside, recently purchased by Captain Arthur Hatfield at Yarmouth has been fixed to load lumber at \$8.50 for South America.

Another cargo of hardwood boards from the Provinces arrived here yesterday, the British schooner Nellie arriving from Yarmouth, N. S., with a cargo of 63,000 feet, which will be discharged at the J. H. Hamlen & Son plant at Brown's wharf—Portland Argus.



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EXHIBITION

LECTURES, BOOKLETS, CUTS & PRINTING.

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We have received a new lot of WATCH BRACELETS in gold (Spring Link and Mesh) from \$30.00 to \$80.00. Also gold watch and leather strap \$18.00 to \$30.00. Silver and Gun Metal with Leather Straps, \$6.50 up.

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EASY MONEY FOR WHOEVER WANTS IT

It means five free admissions to the big DOMINION FAIR to be held in St. John in September.

Tickets good for five admissions to the greatest exhibition of the year in Canada will be given away by The Standard on the following conditions:—

This paper sells at \$5 per year for city delivery. \$3 per year to out of town readers

Whoever sends in one new subscription in the city will be given one of these free tickets.

Whoever sends in two subscriptions for The Standard to be sent out of town, will be given one of these free tickets.

Whoever sends in three subscriptions for The Standard to be sent out of town, will be given two of these free tickets.

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Those entering before the Catalogue comes from the Printer can claim present rates.

S. Kerr, Principal

THE CITY OF SAINT JOHN INVITES SEALED TENDERS FOR

excavation, backfill and cartage for the following works, viz:—

1st—A sewer and water main in that portion of Douglas Avenue lying between the residence of J. Fraser Gregory, Esq., and the road leading to Murray & Gregory's mill.

2nd—A sewer to extend from Douglas Avenue in the neighborhood of Murray and Gregory's mill road south-eastwardly to the Strait Shore road and north-eastwardly along the said road to the outlet at the St. John river.

3rd—Water pipe extension in King St. West from Union St. eastward.

All of which is set forth and described in plans and specifications to be seen in the office of the City Engineer, Room No. 5, City Building.

The City does not bind itself to accept the lowest or any tender.

No bid will be accepted unless on the form and in the envelope supplied by the City Engineer, addressed to the Common Clerk and as endorsed thereon.

Tenders will be received until Wednesday the 10th day of August next, at noon in the office of the Common Clerk, Room No. 3, City Hall, St. John, N. B.

St. John, N. B., 4th August, 1910.

ADAM P. MACINTYRE, Comptroller.

WM. MURDOCH, City Engineer. Sec. 888 Union St. Tel. 828.

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