

The Standard



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SAINT JOHN, FRIDAY MORNING, JULY 22, 1910

THE UNITY OF THE EMPIRE.

The address delivered by Hon. George E. Foster at the Borden club excursion, in which he spoke of the responsibilities of a citizen of the Empire, bears the true ring of statesmanship. No public man in Canada today is better able than Mr. Foster with his gift of oratory and strong faith in Imperialism, to impress upon the rising generation in the Dominion the greatness of their heritage, and the importance of adhering to the great principles which have made the British nation what it is.

Today, as Mr. Foster pointed out, the British people as in the past, are in the van of progress, and are renowned for their enterprise in all phases of human endeavor. Citizenship in such an Empire carries a responsibility, and Mr. Foster warned his hearers against attempts which might tend to the severance of the ties which bind the nation together. He sees a struggle in progress within the Empire to determine whether or not the kingdom shall endure.

Of the attitude of Canada, Mr. Foster has no doubt. "True," he says, "there is a spirit in some quarters that looks to separation, that looks into the future and does not blush at the thought of independence. This spirit has its life in a spurious idea that if we cut the painter, if we cut adrift from the noble old craft that for a thousand years has braved the storms of fate and borne the old flag to conquest on so many seas, that then when we have put off in our own little boat we will have greater liberty than we have today." He believes the hearts of the Canadian people will cleave to the Imperial connection which has meant so much in the past and which has an even greater meaning for the future.

But it behooves the young men of the country, Mr. Foster told his hearers, to keep watch and ward against such tendencies: "to see to it that while we develop 'independence within our borders we do not lose our 'hold upon the Empire.' This is the true Canadian spirit of which Kipling sang: 'Daughter am I in my 'mother's house, and mistress in my own.' The sentiment of loyalty to the King and belief in the Empire is too strong in the Canadian people to give any scheme of separation the barest foothold.

The importance of conserving the national resources of the country was also touched upon, and Mr. Foster made a strong appeal for better conditions to give every child the opportunity of growing up a useful citizen. A healthy race of children is one of the greatest assets a nation can possess. The subject is closely associated with the conservation of a nation's resources and to this the London Times, in a recent editorial, bears testimony. "A healthy race of children," declares the great British journal, "is the best product of any country and this can be satisfactorily attained in great measure by intelligent co-operation and collective effort. Agricultural education is not merely a means of improving the national output of beef and cheese and of carrying the produce to the best market. The proper culture of the land means much more than commercial prosperity. It is a great social force for the humanizing of the people and the cultivation of a 'proper spirit of pride of race.'"

LET M'SWEENEY GO.

Senator McSweeney, of Moncton, has been making predictions about our national future. According to the senator, we must be suffering terribly under the British yoke. The restrictions placed upon our liberty by the oppressor must be galling. But there is hope for us. Senator McSweeney looks forward to the time when we shall be free. He sees in prophetic vision the Canada that is to be a Canada that is no longer tied "to the 'coat-tails of England.'"

"An interesting feature of this piece of information," says the Mail and Empire, which has been attracted by the utterances of the senator, "is the discovery that there is a statesman by the name of McSweeney in the Upper House. It appears from the Parliamentary Companion that we have such a senator, and that he qualified for the peers by being vice-president of the Liberal Association of New Brunswick and a member of the Executive Committee of the party. So that Mr. McSweeney reached the chamber in the orthodox way.

"Another interesting point made clear by the McSweeney episode is the existence in the senate of something of the nature of unrest. As a rule senators are satisfied with affairs as they are. Take, for example, the case of Sir Richard Cartwright. That great statesman when in the Commons and without salary was very much perturbed. He went so far as to advocate terms with the United States which were pronounced by Hon. Edward Blake as steps towards annexation. Since reaching the senate, and enjoying a ministerial income, Sir Richard has looked upon the situation in an entirely different light. He is resigned to things as they are, and feels happy even in the presence of huge deficits and unparalleled graft.

"A like case is that of Senator McMullen. Few would recognize in Senator McMullen the Jim McMullen, M. P., of ten years ago. Jim was a great fighter for the people's rights, an enemy of extravagance, a foe to roguery of all kinds. But since he has settled down in the senate he is not so easily put out. He views the operations of Mr. Pugsley and of George Graham with indifference, and does not even worry about the taxes that are being laid upon his old friends, the farmers, by Finance Minister Fielding. Upon him the atmosphere of the senate has had a soothing influence, and

he is cured altogether of his fears lest the country should be misgoverned.

"It is curious that while Senators Cartwright and McMullen are quieted by their admission to the lethal chamber Senator McSweeney should not be similarly affected. One would think that the hypnotic suggestion would produce in all its victims the same result. Probably Senator McSweeney has been led into his present state of mind by the contemplation of the naval policy of his party, which is said to be directed towards the severance of the British connection. Whether that be so or not, there is an easy way for the Senator to escape the oppression of which he is said to be the victim, and that is by moving elsewhere."

RAILROAD DEVELOPMENT

Some striking statistics dealing with railway development in Europe during the past fifty years have just been published by M. Thery, a French writer. His figures alone are interesting, and more so when we compare them to development in Canada. The total railway equipment of all European countries is calculated by M. Thery as having been, in round figures and put into English miles, for 1858, 32,000 miles; for 1883, 115,000 miles, and for 1908, 198,000 miles.

The country first in the matter of actual trackage increase is Russia. In ratio of mileage either to population or to area, Russia is surpassed by Germany, France, Austria-Hungary, England, and many of the smaller countries. The following table shows the increase in trackage, in English miles, for each of the last two quarter centuries for the leading countries. The Monetary Times, Toronto, has taken M. Thery's statistics, figured them into English miles and added the Canadian statistics:—

Country	1858.	1883.	1908.	1858 to 1908
Russia	988	15,342	36,257	3,559
Germany	7,280	22,864	36,042	396
France	5,444	18,452	30,029	451
Austria-Hungary ..	2,811	12,737	25,836	819
Great Britain	10,430	18,656	23,089	121
Italy	1,117	5,615	10,306	822
Spain	1,190	6,092	9,221	674
Sweden	329	3,974	8,316	2,427
Canada	1,863	9,577	22,966	1,132

Russia shows the greatest percentage increase in the fifty years' period. Sweden coming second and Canada third. The figures show that in Europe Germany has increased her equipment within the last twenty-five years more than any other country except Russia but that she has been closely followed by Austria-Hungary. If England and France make a less favorable showing between 1883 and 1908, it is because they had made more rapid progress during the previous quarter century and stood in 1883 far in advance of their European rivals.

Examining the railroad development in Europe for the quarter century, Russia increased its mileage in that period by 136 per cent., Germany by 57 per cent. Canada stands in front of all European countries with an increase of 139 per cent. The following table shows the railway mileage of Canada compared with that of the other countries cited by the French statistician:—

Country.	Inhabitants per mile of line.
Russia	2,941
Germany	1,587
France	1,333
Austria-Hungary ..	1,854
Great Britain	1,912
Italy	3,119
Spain	1,960
Sweden	621
Canada	300

Canada, therefore, has the largest railway mileage in proportion to population, while in relation to area it has the smallest. This record not only applies when compared with the mileage of the above countries, but still holds good compared with that of any country in the world.

The history of the construction and operation of the European lines shows a steady tendency, outside of Great Britain, towards government ownership. Bismarck took energetic steps to unify the German lines through a central administration, and had the best of them purchased by the different German States. Almost all the lines of Austria-Hungary belong to the State, and in Italy, after the large purchases of private lines about 1905, 7,910 miles belonged to the State in 1908 out of a total trackage of 10,306 miles.

Of the lines owned by the six leading States the aggregate at the beginning of 1908 was 161,561 miles, or 82 per cent. of the entire trackage of Europe. Only 7 per cent. of the Canadian railroads are government-owned.

The cost of construction of all European lines up to 1902 was estimated by M. Neymarck at 102,817,000,000 francs (\$20,000,000,000), or an average per kilometer of 306,173 francs (\$72,000). According to a later calculation for the close of 1907, the outlay had risen to about 134,000,000,000 francs (\$26,000,000,000). The capital obligation per mile of Canadian roads is \$55,638.

The Telegraph would like to have it believed that the speakers at the Borden club's excursion routed little enthusiasm. From the organ of a party responsible for the well-being of a Young Liberal's club which departed this life in early infancy, unwept, unhonored and unsung, the less said about enthusiasm the better.

CURRENT COMMENT

(New York Tribune.)

Without being so vain as to pretend that our own columns are invariably impeccable in this respect, we cannot avoid wondering how much longer that exceedingly useful and versatile little word "out" is to be over-worked and when it will be discarded for some new victim of the phrase-smith. It is a long, long time now since anybody ever tried anything, or won or lost. One always tries out, or wins out, or loses out. Of course, somebody is likely to pop up with a reminder that the use of the word was familiar in Shakespeare's time, but what of that? If we are such economists of ink that we must drop letters from our words until they look like phonetic pi, why on earth must we stick in a whole and wholly superfluous word? Why not just try winning without winning out and see if it doesn't come to exactly the same thing? And why not try that without trying it out as though it were laid or whale oil!

(Montreal Gazette.)

Down on the Maine-New Brunswick frontier a Canadian Government immigration agent has refused entry to a party whose members declared they were on their way to a religious shrine to have their baby christened. If this sort of thing keeps up a little longer, ministers at Ottawa responsible for it should hear something that will do them good. Even the Canadian public's patience will wear out under what constantly humiliates the country.

(Edmonton Journal.)

St. John, N. B., is considering lifting the tax on industries. St. John is a long way from Edmonton, but we can lend them a few pointers on taxation any time they want to bring their city up to date.

THE PILOT.

Deep silence holds the outer world,
And the moon rides swift through
a windy sky;
On the warm hearth-rug my cat is
curled,
While the kettle sings, on the hob,
near by.

I gaze through clouds of azure smoke,
Slow-curling from my meerschaum
bowl,
And see a dear hand gently stroke
The calm, sweet brow of a voy'ging
soul.

A rocking-chair is the billowy sea,
And a woman's arms the ship that
sails
Out to the Land of Mystery.
Safe from doom of destroying
gales!

With rhythmic swing the old chair
rocks,
While the mother pilot grave and
fair,
Sings of Sleepland's straying flocks
In the ear of her baby mariner.

Far away, o'er seas of dream,
To giant's castle, and ogre's den,
Through fairy halls, where diamonds
gleam
Then back to Earthland, safe
again!

And ever, as I fondly gaze,
I see the Pilot's sweet face shine
Through undulous, uncertain haze,
Like that of some pure saint, di-
vine.

I hear her tender lullaby,
Holy and calm, around me swoop,
Then fade away, a fleeting sigh—
And babe and Pilot are fast asleep.

Fair be thy dreams O Pilot brave!
Thy soul adrift in the realm of
Light,
Love guards thee, dear, across the
wave
To the harbor of Rest on the shores
of Night.

—Thomas Emmet Moore.

WHAT IS PROFITABLE?

Never value anything as profitable
to thyself which shall compel thee to
break thy promise, to lose thy self
respect, to hate any man, to suspect,
to curse, to act the hypocrite, to de-
sire anything which needs walls and
curtains. A God dwells in the breast
of every good man; let us not dis-
grace the abode of divinity.
—Aurelius.

Good Stories

Colonel H. N. Renouf, at the Old
Guard banquet in New York, told an
instructive story about summer vaca-
tions.

"I said to a man the other day,"
he began, "Well, are you going to
send your wife to the seashore again
this summer?"
"No, sir; I'm not," said he, "I can't
afford it."
"But your wife's so economical," I
objected, "You told me that she spent
very little at the shore last year."
"Yes, I know," said he, "but home
alone, I spent over a hundred a
week."

JOSH WISE SAYS.

When you get in hot water it helps
to keep your mouth shut.

Jack—Spring is the season for sen-
timent. The birds mate and all that
sort of thing, you know.
Tom—Yes; even the potatoes begin
making eyes in the spring.

Scottish bachelor—Will ye hae some
tea?
Visitor—Oh, please don't trouble.
Bachelor—It's no the trouble, it's
just the expense.

Mrs. McPherson (to the village
chronic growler)—Ye're always com-
plainin' o' something. Are ye never
really well?
The Chronic Growler—No! there's
over much o' me tae be a' wel at the
same time.

Seaside Youth—D'you know, I can't
eat and I can't sleep for thinking
of you.
Seaside Maiden—My dear boy, you
should ask for reduced terms at your
boarding house!

Old Saws Resharpener.
Care, so the proverb runs, will kill
a cat.
O man, beware—puss has nine lives at
that.

Contempt is by familiarity bred, they
say.
Contempt for money is not bred that
way.

Never say die—this rule would put,
we think,
An undertaker's biz upon the blink.

Contentment better is than wealth—
then strange
So many folks would jump at an ex-
change.
Liberty's price is vigilance, 'tis said,
Its price is alimony, if you're wed.

Start at the bottom—well, your chance
is slim
If thus you start when you would
learn to swim.
Truth crushed to earth, it's said, will
rise once more,
But not until the fishing season's o'er.

Experience teaches many a son and
daughter—
The lobster's green till he gets in hot
water.

Faint heart, fair lady never captured
yet—
Well, what do we care—ours in a brun-
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Tenders for Paving

The City of St. John invites Sealed
Tenders for paving in Germain
street, between Princess and Queen
streets, according to plans and speci-
fications to be seen and forms of tender
obtained in the office of the City
Engineer, Room 5, City Hall.

A cash deposit must accompany
each bid, the amount being as stated
in the specification.
A sample of the kind of asphalt
proposed to be used and an assayer's
certificate of the analysis thereof
must accompany each tender.
The city does not bind itself to ac-
cept the lowest or any tender.
All tenders must be addressed to the
Common Clerk, Room No. 3, City
Hall, who will receive bids until
noon of Tuesday, July 26th instant.
No bids will be considered unless
on the form supplied from the En-
gineer's office.

WM. MURDOCH,
City Engineer.

ADAM P. MACINTYRE,
Comptroller,
St. John, N. B., July 20th, 1910.

COUNTY TAXES

By order of the County Council of
the City and County of Saint John a
discount of five per cent. will be al-
lowed on all County Taxes levied by
the County for the year 1910, if paid
on or before 23rd July, 1910.

The Collectors for the Parishes of
Lancaster and Simonds will attend at
the County Treasurer's Office, No. 42
Princess street, in the City of Saint
John on Saturday the 23rd day of
July instant, for the convenience of
tax payers.
Amador W. Anderson, Esq., Collec-
tor for the Parish of Lancaster will
attend at his office, Fairville, on Fri-
day and Saturday evenings, 22nd and
23rd July instant.

Without further notice executions
will issue for all taxes unpaid after
July 23rd, 1910.

Dated July 18th, 1910.

J. KING KELLEY,
County Secretary.

The English Mails

The English mail via the steamship
Empress of Britain will arrive in the
city at 10.40 this morning. An
other English mail via New York will
arrive in the city at noon tomorrow.

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