

The Standard



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SAINT JOHN, TUESDAY MORNING, JULY 19, 1910

THE NATION FOOLED.

As a result of the substitution of native for foreign control in its construction the cost of the Tientsin-Pukau railway in China has risen from \$25,000,000 to \$45,000,000. Mr. Fielding has the Chinese beaten to a standstill. The National Transcontinental Railway, which he said would be built for \$51,000,000, is costing the country over \$200,000,000.

In the case of the Chinese railway jobbery and mismanagement have become a byword. That will be the verdict of posterity in regard to the National Transcontinental. It is nothing short of an outrage that, after spending such an enormous sum on a road connecting Winnipeg with Moncton, the whole thing will be handed over to a private corporation for one hundred years. The Grand Trunk Pacific Railway from Winnipeg to the Pacific coast is financed by means of the government's guarantee of the company's bonds. The entire system from the Atlantic to the Pacific is built on the nation's credit, and largely out of the national treasury, and yet, when it is complete, the country will not own it.

Never before in history has there been such an instance of a government building a gigantic railway and presenting it to a friendly corporation. With comparatively little additional expenditure we could have carried through the enterprise from coast to coast as a government-owned line. If that course had been pursued, transportation rates would not have to include provision for stockholders' dividends. Moreover, a government line would have proved a valuable lever in the regulation of existing freight and passenger charges on private railways.

But this is not all. After the country has gone to such expenditures in presenting the company with a new line across Canada, we find the company providing itself with an extra Atlantic port at Providence, in the State of Rhode Island. With Portland, Maine, and Providence as American outlets for its traffic, the company will find it convenient to overlook its formal agreement to book all business developed on its lines, and not otherwise specifically routed, to the Canadian ports of St. John and Halifax.

The company pledged itself to work in accord with the national policy of keeping east and west-bound traffic within Canadian lines, and yet it is busy at great expense in providing facilities across United States territory. In obtaining their right-of-way into Providence the Grand Trunk Pacific officials have promised the Rhode Island legislature to route English and European freight to the Canadian west via its New England lines. This promise of the Grand Trunk Pacific conflicts directly with the Grand Trunk Pacific's agreement with the Canadian parliament. That agreement was not binding on the Grand Trunk Pacific. The opposition tried to have the former road made a party to the undertaking, but the government refused. From beginning to end the ministry has been a play in the hands of the corporation.—Toronto News.

THE OBJECT OF POLAR RESEARCH.

Captain Scott, who left England on Saturday to join his ship, the Terra Nova, in New Zealand, en route for the Antarctic, gives some interesting particulars in a recent interview on the actual use of Polar exploration. The sporting aspect of such expeditions is more easily understood than the scientific viewpoint.

In Captain Scott's opinion "the future work of exploration consists in the systematic intensification of geographical knowledge and in the endeavor to appreciate and explain the mechanism and organization of the globe." He thinks that the age of exploration, in the sense in which the discoverer is the first comer, is drawing to a close, but the age of scientific study of the earth in its completeness has already begun, and it is impossible yet to foresee the results of this form of discovery. Geography has almost accomplished its task so far as the extension of its area is concerned. Science is the motive of the present expedition.

One of the scientific objects is to explore King Edward's Land, to throw further light on the nature and extent of the great barrier ice formation, and to continue the survey of the high mountainous region of Victoria Land. An attempt will be made to obtain synchronous observations at two fixed stations, and also to duplicate the records of the elements made by the "Discovery" expedition with magnetographs. It is claimed that this comparison should throw most important light on secular changes, it being necessary to increase our knowledge of the magnetism of the South Polar regions.

"The captains of ships arriving at New Zealand and Australia," says the explorer, "had to use charts on which the magnetic lines were marked. Those charts had been drawn up on the results of careful observations made by scientific expeditions. But they were not perfect. In magnetism there was a secular change, a yearly change and at certain periods they had need to map out those regions afresh. They accepted these things and acknowledged the value of scientific results."

Attention will also be paid to the study of marine biology at both stations and in the ship, and the examination of physical phenomena will be continued. But perhaps the most practical result of the expedition will be the establishment of meteorological stations, many people being convinced that the climatic changes of the Polar regions are responsible for those in the temperate.

THE CAMPAIGN AGAINST THE HOUSE FLY.

It is at this time of year that health authorities call the attention of the public anew to the desirability of waging a systematic and persistent campaign against the house fly, and to the practical means to make that campaign effective. Flies, it is estimated, kill a greater number of human beings than all the beasts of prey and poisonous snakes together for the simple reason that they spread disease.

The dirt which a fly carries, and which would be bad enough on its own account, is well known to be capable of conveying some of the deadliest of diseases. It is doubtless true that uncounted millions of flies have crawled upon articles of food without causing a single case of illness; but it is also doubtless true that a large proportion of so-called "sporadic" cases of diseases such as typhoid and diphtheria may be correctly attributed to the agency of flies, and that from this source proceed many, if not most, of the cases of enteric trouble among children—"summer complaint" and cholera infantum—is scarcely to be questioned.

The practicability of very largely abating the plague of flies is sufficiently indicated to warrant the undertaking. In several large cities and in one country rats have been almost entirely exterminated. In extensive regions where once they were almost incredibly abundant and pernicious, mosquitoes have been caused to disappear or to become so scarce as to offer no menace to life, health or comfort. The fly is larger than the mosquito, and therefore its presence is more easily detected, and it is far less tenacious of life, and therefore is more easily destroyed.

The means to be employed in a campaign of extermination are cheap and easily within reach. The vapor from twenty drops of carbolic acid on a heated shovel, or a spoonful of formaldehyde in a pint of water, exposed in a room, will kill them. Flies will readily fall a prey to a solution containing one dram of bichloride of potash in two ounces of water with a little sugar added, placed in shallow dishes about the house. Burning pyrethrum powder in a room stupefies the insects so that they can be swept up and destroyed. Flies are always attracted to garbage. A sprinkling of lime or kerosene oil will prevent the refuse can from being a source of contagion.

THE CATTLE EMBARGO.

The recent advance in the price of meat in England leads to the belief that the cattle embargo will before long be removed and that no restrictions will be placed on the importation of Canadian animals. The embargo was originally imposed years ago, because it was supposed that Canadian cattle were afflicted with pleuropneumonia and has been retained as a measure of economic protection to British farmers. Prices, however, have now soared so high that it is believed the government will not be able to resist the demand from industrial interests.

The embargo has not been felt as a great hardship in this country, but there has been a pronounced objection to the fiction which was fostered by British officials that it was necessary for sanitary reasons long after all excuse for such a plea had been removed.

What benefits may accrue to Canadians from the removal of the embargo will be monopolized by farmers and cattle-dealers. Canadians of all other classes—the great consuming public—are likely to lose rather than gain by the change. For the drawing away of Canadian store cattle, which otherwise would be fattened here to meet the domestic demand, will tend to increase the price of beef in Canada and to make the increase permanent.

CURRENT COMMENT

(Toronto Telegram.)

Surely H. H. Miller, M. P., has written an honored name high upon the scroll of fame by associating his identity with legislation that causes several racetracks to grow where one grew before. Canada is never likely to see anything to equal the Miller bill as a means of cremating vested interests in racetrack gambling all over the country and making every province the domicile of horseracing as a business. Half a loaf is better than no bread. The racetrack people did not offer H. H. Miller, M. P., "a half loaf." They offered him "a whole brick" in the form of legislation that aggravates and extends the evils which he tried to abolish.

(Toronto News.)

The workmen of Canada have no better friend than the Lord's Day Alliance. This organization has obtained one day of rest per week for tens of thousands of manual laborers who formerly worked seven days a week. In some cases the Alliance has attained its end by moral suasion, and in others by legislative and legal compulsion. Some corporations respond less readily than others to movements for the advantage of their employees. So long as the Alliance devotes its attention to preserving the Sabbath for the worker without dictating to him how he shall use it, so long will the organization grow in power and influence.

(Catholic Universe.)

The craze for dirigible balloons and airships should be legally restricted. We do not think that the Creator intended that man should inhabit the air or to fly like the birds else He would have furnished him with wings. The numerous deaths that have occurred from the attempts to fly should warn man that his habitation and home is on the earth. To get wings, "Seek first the Kingdom of God and His Justice," and take the Commandments for your daily chart and guide.

(Ottawa Journal.)

Ottawa in voting \$1,000 to assist the people of Campbellton, N. B., recently destroyed by fire, has done well. Ottawa can never forget how in the hour of her extremity, the world voluntarily came to her assistance and sent a million dollars here. And now that Ottawa has long since recovered from that disaster, it is a pleasure for us, in turn, to help others, even as we were helped.

(Ottawa Journal.)

That aeronaut who heard his engine miss and then stop, when he was nine hundred feet over a mile high up in the air, must have felt a thrill of horror that few men are given to know. The pioneers of flying probably risk themselves oftener, take more chances, and receive more thrills than the pioneers of any other industry or sport the world has yet invented.

(Montreal Gazette.)

There seems to be some difference between Liberal papers as to which of them is to be credited with getting Hon. George E. Foster out of the Conservative party. Is Hon. George E. Foster out of the Conservative party?

(Ottawa Free Press.)

Many a person wanders into a prohibition province or state down by the sea this weather who comes back quite wet.

(London Free Press.)

Sir Wilfrid hasn't yet told the West about Hon. Mr. Pugsley's sawdust wharf.

WHERE LOVE IS.

By the rocky cliffs of Devon, on a little hill crest,
I would build me a house, as the swallow builds her nest;
I would curtain it with roses, and the wind should breathe to me
The sweetness of the roses and the saltiness of the sea.

Where the Tuscan olives whiten in the hot blue day,
I would hide me from the heat in a little hut of gray,
Where the singing of the husbandmen should scale my lattice green,
From the golden rows of barley that the poppies blaze between.

Narrow is the street, Dear, and dingy are the walls,
Wherein I wait your coming as the twilight falls,
All day with dreams I gild the grime
Till at your step I start—
Ah love, my country in your arms—
my home upon your heart!
Amelia Josephine Burr.

THE LIFE OF A STOIC.

I will be agreeable with my friends, gentle and mild to my foes. I will grant pardon before I am asked for it, and will meet the wishes of honorable men halfway. I will bear in mind that the world is my native city, that its governors are the gods, and that they stand above and around me, criticizing whatever I do or say. When either nature demands my breath, or reason bids me dismiss it, I will quit this life, calling all to witness that I have loved a good conscience and good pursuits; that on one's freedom, my own least of all, has been impaired through me.

SENECA

Good Stories

Jacob Gould Schurman, president of Cornell University was walking across the campus the other day with the dean of one of the colleges, when the chimines in the library tower began to ring.

"Dean," said he, "the music of those chimines is so beautiful that it always sets me dreaming of the past My boyhood days—"

"What do you say?" interrupted the venerable dean.
"I say the chimines are very, very beautiful. They make me think—"
"What?" yelled the dignified old dean again.
"The chimines—the chimines—how beautiful—"

"Speak louder," cried the dean once more, "I can't hear you for the devilish bell."

Then it Happened



When it came to high diving, Freddy Splash was there with the bells. One bright afternoon Freddy stood on a high pole, his athletic shape gleaming in the sunlight.

Gracefully as a bird he raised his arms poised for a second over the rippling waters, then launched himself in a sweeping curve to the depths below, which at that point measured just two feet.

Oh, what's the use;
THE END

JOSH WISE SAYS

If there is such a thing as a bovine suffragette, it surely is a bony cow.

He—They say that love is a disease. She—I believe it. No healthy person could fall in love with the men some girls fall in love with.

Hicks—Have you many warm friends?

Wicks—All my friends are warm these days.

Figg—Talking about pugilism and State laws, did you ever notice it?

Fogg—Ever notice what?

Figg—That there's no law to prohibit fighting in the state of matrimony.

"I see that Genevieve the dancer is married. And what a funny name her husband has."

"What is it?"

"Isitt."

"Is what? I asked you what it is."

"Isitt. Can't you understand English?"

"Say! What is this, a new game you're springing on me? You said her husband had a funny name and I asked you what it is."

"Well, and I told you, did n't I? Isitt—Fred Isitt, you stupid."

"Gracious!" exclaimed Mrs. Goodley. "Just listen to that clergyman!"

"I'm positive he's swearing. Evidently he's missed his vocation."

"No," replied her husband. "I think it was his train."

Disatisfied Lodger—And I know something about apartments, Mrs. Pincher. You don't suppose I've lived in them twenty years for nothing, do you?"

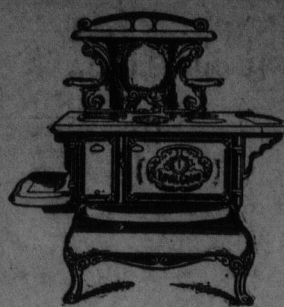
Mrs. Pincher—Hi should n't be at all surprised.

Mr. Jones—And what's that, Tommy?

Tommy—(despondent of pleasing his naturalist-uncle by giving him an opportunity to display his learning)—Don't know, uncle.

Mr. Jones—Ah, well, that is the larval state of a lepidopterous insect, possibly even of Argynnis Anthea.

Tommy—Great Scott! I thought it was a caterpillar.



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Main 2359-21—Barnes, Geo. F., res. 19 Goodrich, number changed from Main 2359-11 to Main 2359-21. (Important. Please make this change in your directories.)

Main 971—Brown, J. Harvey, wholesale tea blender, 61 Dock, number changed from Main 454 to Main 971.

Main 1033-21—Brown, P. K., res. 6 Cranston Ave., number changed from Main 2198 to Main 1033-21.

West 163-22—Craigie, George R., res. Duck Cove.

Main 454—De Forest, H. W. Ltd., Mtl., number changed from Main 1313 to Main 454.

Main 671-31—Forster, Mrs. W. D., res. 122 Duke.

Roth 41-31—Fowler, Miss E., res. Gondola Point.

Roth 28-31—Gibson, J. S., res. Riverside.

Main 1440-12—Gartz, Rev. Wilfrid, res. 43 Duke.

West 163-15—Hanson, P. R., res. Duck Cove.

Main 1939-21—Horne, R. R., res. 101 Leinster.

West 163-32—Jones, George West, res. Duck Cove.

Main 1888—Maritime Baptist. The Rev. Jas. McLeod, D.O., editor, 85 Germain.

Main 2241-11—McIntyre, Rev. W. E., res. 340 Main, number changed from Main 1812-11 to Main 2241-11.

Main 1949-21—McGinley, W. A., res. 74 Mecklenburg, number changed from Main 2192 to Main 1949-21.

Main 1273—McDonald, J. A., Piano and Music Co., 7 Market Sq.

Main 1848-31—McInerney, H. O., res. 246 King East.

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Mr. A. Graduate Now Principal

of Norwood School at Ed-

monton, Married—Students

Arrive from Distance.

Sackville, July 18.—The marriage took place in the First Presbyterian church at Edmonton recently of J. M. Clindinnin, principal of Norwood school, Edmonton, to Miss E. R. Keitchison. The ceremony was performed by Rev. Dr. McQueen. Mr. Clindinnin is a Charlotte county boy. He is an

arts graduate of Mount Allison University and the class of 1907.

Miss Agnes M. Fisher, who has been on the staff of the Mount Allison Academy, for several years, has been appointed to a position on the staff of the librarian of Redpath library in connection with McGill College. The vacancy here caused by her resignation, has not yet been filled.

From Majorca, Spain and Porto Rico and San Domingo to Sackville, is a far cry, but students for Mount Allison Academy from all three places have already reached here. One of the newcomers is Bernardo Cabot, whose home is in Palma de Mallorca, or an Englishman have it, Majorca. Another is Francisco Ledesma, of Arceite, Porto Rico, a third is Cristobal Ricardo, of Monte Cristi, San Domingo.

Our Future Streets.

The schooner Edward Stewart, 353 tons, Captain Dobbin, arrived in port on Saturday, from Boston with a cargo of 102,000 paving blocks, which are consigned to the Hassan Paving Company.