

The Standard



Published by The Standard Limited, 82 Prince William Street, St. John, Canada.

MANAGING DIRECTOR—Jas. H. Crockett.
EDITOR—S. D. Scott.

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

TELEPHONE CALLS:
Business Office, 1111 Main 1722
Editorial and News, 1111 Main 1746

SAINT JOHN, THURSDAY MORNING, FEB. 3, 1910.

AN EXAMPLE.

A fine example of civic patriotism in business is furnished by the history of the Cornwall and York cotton mills in this city. The industry was at a standstill. It was in danger of passing into the control of an outside combination which would have kept the mills shut down whenever the market could be supplied without them. Better equipment was needed. The mills were regarded by many as souvenirs of an extinct local industry.

A few St. John men who had money and credit got together and decided that the mills should not close down and should remain under local control. These were nearly all business men who had affairs of their own demanding constant attention. Without taking up this new investment they could have used their capital in ways giving promise of safer returns and keeping them free from new anxieties. It is well known that this group of investors did not go into the enterprise for gain, but to re-establish in St. John a large, regular and permanent industry which would afford much employment and benefit the town. But they were also determined to make the mills pay if it could be done. That was one of the necessary conditions of permanence.

The cotton mills were put in shape and started. They have never since been shut down, except for repairs and improvements. Other cotton mills have closed in times of depression. Those of St. John have continued in operation. Sometimes they were run without profit, occasionally at some loss. At the present time and often before this, the proprietors could have made more money by stopping the mills and selling the raw cotton at the advanced price than by operation. If the stock holders got fair dividends they were satisfied. When they had large profits they were pleased. When they got nothing they reflected that the city was getting dividends in the continuous operation of its largest industry.

The promoters of that movement have probably come out of it financially as well as they expected. They looked for a struggle and were prepared for a sacrifice. But after all they have fared much better than many others who refused to invest in such an uncertain prospect, and one that at best promised only moderate return, and who placed their money in distant propositions offering much greater rewards. Such St. John investors have risked more than the whole of the stock of the cotton mills, and most of them would be glad to exchange their gold mine stock and other securities for shares in the mills at home.

SIR GEORGE DRUMMOND.

Sir George Drummond, who died yesterday, had passed the age of fourscore, and until the last year was one of the active and influential among the Canadian leaders in finance and in larger business activities. While he has been a director of many concerns, Senator Drummond was best known as the leader of the sugar refining interest. But he was for some years president of the Bank of Montreal, the largest financial institution in the country. He was also a director of the Canadian Pacific Railway and vice-president of the Royal Trust. To all the corporations with which he was associated, Sir George Drummond gave his personal attention. But the Canadian sugar industry was his first and greatest achievement. Fifty-six years ago the late John Redpath, afterwards Senator Drummond's father-in-law, sent him from his native Scotland to assume the practical and technical management of the Montreal refinery which he had established. The business grew and prospered for twenty years. Sir Richard Cartwright, as finance minister in 1874, deprived the industry of protection and compelled the works to close down. They were closed during the existence of the Mackenzie government and until the national policy was established, Mr. Drummond in the meantime devoting himself as he has said to travel and study and recreation abroad. In after years he took an interest in many other interests and enterprises, giving also some attention to politics, to art and social questions, and to public works of charity and benevolence. He founded the Montreal Home for Incurables, and was among the benefactors of McGill. His private art collection is probably the finest in Canada.

Sir George Drummond was called to the senate in 1880. He was for a long time chairman of the senate committee on banking and commerce. In his early years as a senator he gave valuable assistance in the discussion of financial and business questions, but age and the pressure of other business in later days made him a rare visitor to the chamber. One of the most interesting and instructive of his recent speeches was made in opposition to the establishment of a Canadian branch of the royal mint. Every statement made by him in that connection has been sustained by experience.

THE HUDSON BAY RAILWAY.

It is now settled beyond question that the country will undertake the construction of the Hudson Bay Railway. This is a heavy undertaking, but if the western people are right in their view of what it may accomplish, it will be of much more advantage to them than the Grand Trunk Pacific. Mr. Graham gives the estimated cost of the road at \$14,426,000, which estimate seems to be made on the basis of the Grand Trunk Pacific forecast. We may more safely place the figure at \$25,000,000 to \$30,000,000. In addition a port must be created at Churchill or Nelson.

The sea-board on Hudson Bay is about the same distance as St. John from Liverpool, while it is nearer than Fort William to all the western wheatfields, and as near as Winnipeg to some of them. It is claimed that the use of this route will add five cents per bushel to the price that the western farmers will receive for

their grain. This would give them \$5,000,000 on 100,000,000 bushels of grain export, should it go wholly or mainly by that route.

Two considerations, however, suggest themselves. The first is that ocean freight rates by Hudson Bay would probably be higher than for the same distance on a more southern route. Granting that there will every year be a period free of ice, there will be a possibility of delay to early ships, while late ones will run some risk of not getting out. Moreover it would not appear that much of the crop would reach Europe in the year of growth. This is of course true in any case, for in ordinary circumstances most of the wheat which has not been taken from Fort William and Port Arthur before the lake route closes remains there until spring. The all rail route is little used for grain.

The other consideration is that if the whole or the greater part of the produce of the west shipped to Europe should go via Hudson Bay, eastern Canada, Atlantic ports, and transcontinental railways will miss the traffic. While going on with this work we may forget that we are now pouring out money in a lavish way to provide a new route for the shipment of western produce to the Atlantic coast. Until the Hudson Bay railway is constructed there will probably be business for the Grand Trunk Pacific as far east as the junction that opens the way to Lake Superior. As for the thousand miles from that point to Quebec, the future is not so clear. But if the Hudson Bay route should prove as useful and important as the western people expect, it will make a great difference in the traffic over eastern railways and the commerce through eastern ports.

THE OTHER SIDE OF COLD STORAGE.

It has been found at New York that while eggs are supposed to be scarce and dear, millions of dozens had been nearly a year in cold storage near by. New York is not the only place which has discovered that cold storage is part of the economic machinery by which prices are advanced. Formerly in St. John the shrewd purchaser visiting the city market on Saturday when the weather was mild might get bargains from country vendors. A warm period like that of the last few weeks brought low prices. At any time when the supply of meats exceeded the demands the consumer could beat down the seller, or at least could refuse to be held up for prices that he considered high.

Cold storage has changed all this. The man with more poultry than he can sell can place his goods in cold storage until the market calls for them. Meat and other perishable produce can be protected from damage until the people are ready and anxious for it.

This ought to be a good thing. The Department of Agriculture promotes cold storage enterprises. They have been subsidized or guaranteed by federal and provincial governments. This has been done in the interest of the farmer, who is thus protected from the necessity of sacrificing his produce. It ought at the same time to benefit the consumer by steadying prices, and causing food to be sold in a more wholesome condition. Cold storage is unquestionably a beneficent invention.

But it is easy to see how it can be used by monopolies and by middlemen to give them more absolute control and larger profits. If there were no cold storage the refusal of consumers to buy meat could be made an effective strike. But with ample cold storage facilities, the operators need only place their supplies in the warehouse and keep them there until the people are ready to buy. If it is decided that the price of some article of food shall be raised, the goods can be kept in a safe place until those who at first object are compelled to surrender.

MR. PUGSLEY'S BUSINESS METHODS.

Mr. Pugsley's business methods as Minister of Public Works are not less remarkable than those exhibited by him as a provincial minister, and as the manipulator of the Central Railway affairs. The Gasperaux dredging contract is a fine sample. Follow this order of events: July 29, 1908, tenders called for, to be received until August 14.

July 31, Engineer wires that Mr. Moore's dredge is on the spot and expects to go to work tomorrow.

August 10, superintendent of dredging authorizes the dredge to go to work.

August 17 work begins.

October 29, work stops.

November 6, contractor signs the contract for the work already done.

November 20, order in council is passed authorizing the contract.

November 23, the department signs the contract.

All this topsy turvy business is explained on the ground that the work was urgent.

But when Mr. Moore's dredge stopped work the place was no more accessible than when it began, though, perhaps, the profitable part of the work was done.

In the following spring, Mr. Moore had another government job, and his dredge was at St. John. He declined to go back to Gasperaux.

Urgency no longer exists, and the work has not been offered to tender.

In short, the Gasperaux enterprise has been placed in suspense account.

The attempt of Senator Casgrain to stem the tide of reform in Montreal and to protect his friends who were condemned by the royal commission has utterly failed. Montreal in such times of stress has on three or four occasions refused to be turned aside from a high and necessary civic duty by an appeal to race, or to race and party together. Senator Casgrain tried both and is condemned by his own party and his own race. The municipal hoodlums, who after their exposure and conviction had the imprudence to seek re-election under the auspices of Senator Casgrain, hoping much from him because he was a sort of party boss, have found that such help is vain when the people really understand. One of these men, who have been condemned by the court, and who are now rejected by an overwhelming majority of the citizens, is a member of parliament. Mr. Martin ought to resign, but if he delays, the Liberal party should give him a clear notification that this is the time for his disappearance.

A list of Winnipeg millionaires given by a journal of that city contains twenty names. The length of the list is not so surprising as the fact that it includes Roy, Mr. Gordon, known in literature as Ralph Connor. The books of this author have a larger sale than those of any other resident Canadian, but they could do little toward making him a millionaire, and the salary of his Winnipeg church would do still less. Ralph Connor has evidently found some other avenue to fortune, if the list is accurate. There is no sign in his books that he has been beguiled by wealth from the better things that life has to offer.

Mr. C. B. Allan closes his year of service as president of the Canadian Club in something like a blaze of glory. Mr. Allan has shown rare gifts as a chairman at luncheons, especially that of saying the right words and not too many of them.

The election of Mr. Miles E. Agar to the presidency of the Canadian Club is a recognition of his ability, patriotism, personal character and popularity by a body of men who are competent to judge.

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Soul of a soldier in a body frail—
Thine was the courage clear that
did not quail.

Before the giant champions of shame
Who wrought dishonor to the city's
name—

And thine the vision of the Holy
Grail

Of Love revealed through music's
hushed veil.

Filling thy life with song and heavenly
flame.

Pure was the light that lit thy glowing
eye;

Strong was the faith that held thy
simple creed;

Ah, poet, patriot, friend, to serve
our need

Thou leavest two great gifts that will
not die—

Amidst the city's noise, thy lyric cry!
Amid the city's strife, thy noble
deed!

—Henry Van Dyke, in New York
Outlook.

A Daily
Short Story
LOCAL COLOR

By A. M. Perkerson.

The editor seldom answered requests for criticism or advice, but the story before him had some good features.

"The trouble is," he wrote, "that your important scene isn't natural. A girl never refuses a man that way. See for yourself."

Calryl strode up and down his hall bedroom with the letter in one hand and his returned manuscript in the other.

"He's right, of course," he admitted. "I know it's weak. There, by George, I will remedy it!"

In the heat of determination he took his hat and strode from the room.

On appointed days he was admitted to conference with Miss Van Buren, president of the Young Ladies Protective and Co-operative Society for the uplift of Working Girls. She then gave him such data of meetings and plans as he could use in the capacity of press agent. As only daughter of the richest packer in the west, Miss Van Buren was logical head of the society, which, for one of its conditions of membership, required that all candidates be lapped in millions at least.

"I'm so glad to see you," she said with cordial emphasis. "It's lighted here," she added, going to a broad stage at the window, piled with cushions.

As they sat down she produced a slip of portmanteau paper. Holding the memorandum so that he could see it, she explained the notes.

"Have I made it all clear?" she asked, looking at him.

"Perfectly," he assured her.

He stood hesitating for a moment. "I've forgotten something, haven't I?"

He stood looking at her peculiarly his lips compressed into a thin line.

"No," he said laboriously, as though forcing out his words. "There's something I can't keep back any longer. I love you."

He waited with a nervous blinking of his eyes, and looked at her closely. She clasped her hands and then pressed them to her throat. Slowly she took a step toward him, another, then another; her hands slipped up around his neck. "Oh," she said, softly, and hid her face on his shoulder.

His under jaw dropped as though some set of muscles had become powerless, and his eyes flared. He gave an inarticulate murmur in his throat and tottered slightly. With his hands hanging limply at his side, he stood and swallowed hard, as though his throat were dry. Once the open window suggested itself to his mind.

His low voice began a soft murmur. He answered mechanically as though in a dream. Several times he pinched himself to see if he really were awake. As he descended the front steps in the dusk and looked back at her murmuring a tender goodby, he went in the aimless way of a man asleep.

He had predicted several blocks when he stopped suddenly. "By Jove," he exclaimed, as though he had made an unlooked-for discovery. He stopped again, several times, in fact, and between steps walked fast with his head in the air.

It was with light steps that he sprang up the stairs to his bedroom.

At the window he paused and looked up at the clear sky beautifully sprinkled with stars.

"By Jove," he said. "I do love her."

In the height of his ecstasy he strode to his writing desk and scribbled a short note.

"It's immaterial to me how 'No' is said," he wrote. "I've found out some-

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S. Kerr,
Principal.

wish to discuss briefly, that is the summer residents along the river. It seems to be the impression in some sections that our steamboat service gives these people all the accommodation they wish. It is true that several families from St. John spend the summer months in Greenwich, but how these men can do their business, getting into the city from 10 to 11 o'clock and spending five or six hours on the river daily, is more than I can understand, and it seems impossible to have a better service on both sides of the river have to be served and fast time cannot be made. I believe this suburban travel is decreasing, but if we had a railway along the river, there would be ten cottages erected to where there is one built now, to say nothing of the St. John people who would have permanent residences along the river. It is easy to see how this increased population would benefit the farmers, both here and in the back districts.

I might say much more, Mr. Editor, in favor of the river route. I have said nothing as to the benefits to the residents of the eastern side of the river would enjoy, but I have taken up your valuable space at considerable length, and thanking you for your courtesy, I am,

Yours sincerely,
FRANK D. SEELY.

Greenwich, N. B., Jan. 31, 1910.

The Campaign

Opens on Monday

Feb. 7 to Feb. 28

Into something like squares of the different sizes required and ship it to the English market when there is an unlimited demand, and we can only do so profitably by freighting it by rail to the winter port steamers. We could go further than this, we could utilize our many undeveloped water powers, and ship the finished product to the same market. This would take in about all the lumber in Hampshire and a large portion from Peterborough. The residents of these places can haul their lumber in to the river, but we cannot haul ours back to where they would have the road. So why not place the railway as Mr. Colston says "where it will do the greatest good to the greatest number."

There is another matter which I

Mr. Colston speaks of the industrial possibilities of Peterborough and mentions deposits in that section, but I notice he fails to speak of the famous Spoon Island granite quarries, which his plan would side track, a business that has existed for many years and which would become an immense industry if it were near a railway.

I admit that as he says there is a large body of thrifty farmers in the sections he mentions, but I would like to ask Mr. Colston why so many of these farmers who live comparatively near the C. P. R. haul their produce past the stations of that road along the highway to St. John, or drive to Greenwich to connect with the steamers or cross the ice in the winter to the city. The same conditions, I believe, exist along the line of the I. C. R. Where the farmers have teams not rushed with work, they prefer to haul their produce to market, and it evidently has some advantages or they would not do so.

I do not mean to speak disparagingly of the farmers, they are a class of people for whom I have great respect, but I have yet to be convinced that the demand for railway facilities comes from that class of people. Of course these remarks do not apply to the farmers in the upper part of the province, as the distance there is too great to transport produce by teams.

Now, in regard to what we have to offer a railway in Greenwich, I may say that we, as well as the people back of us in Peterborough and Hampshire, have an abundance of hardwood lumber that can easily be hauled to the river. I have taken some trouble to inform myself on the subject, and know what I am talking about when I say that the only way to handle this stock profitably is to manufacture it