

## The Standard



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SAINT JOHN, MONDAY MORNING, SEPT. 5, 1910

## PROGRESS AND PROSPERITY.

The Dominion Exhibition was opened on Saturday under most favorable auspices by the Lieutenant Governor in the presence of a representative gathering of citizens and the public men of this city and province. Apart from the wider range which a Dominion exhibition naturally takes, it gives to each province, year by year, a unique opportunity to demonstrate the progress that province is making in all departments of productive activity. The speakers at the opening ceremony on Saturday, with the signs of progress and prosperity on every hand, were at no loss for a text. The key note in the addresses was one of optimism, and was fully justified.

It was no empty boast that Mr. Skinner, the president of the Exhibition Association, uttered when he expressed the opinion that the big fair would prove the greatest ever held east of Toronto. The improvements which have been made in all departments, the increased accommodation and the high class and extensive character of the exhibits warrant such an assertion.

The spirit of optimism which pervades St. John today was well expressed by Mayor Frink. The city, he said, is breaking from its old moorings, branching out in new directions, endeavoring to realize its opportunities, and catch up with the procession of other progressive cities in Canada. We feel St. John is a good city to live in today, and that it will be a better city to live in next year, and the year after.

The signs of progress are not confined to St. John. Premier Hazen pointed out in the course of his address that the farmers are beginning to take greater advantage of their opportunities. Mortgages on farms are being wiped out, and very little money is now loaned to them on the security of their property. The tremendous strides which the potato trade with Cuba has made during the past year are also a noticeable sign of the times. Developments in other directions were touched upon by Mr. Grimmer. The exhibit by the local government is a striking example of resources of the province which are becoming better known every year. The iron mines in Gloucester, from which the first shipment of ore will be made this week, is an enterprise little dreamed of a few years ago.

The Minister of Public Works, leaving the more material progress of the province to others on the platform, dealt with the prospects of a dry dock for St. John, and was able to give an assurance that the negotiations with Sir Robert Perks were progressing satisfactorily. Mr. Pugsley made the interesting announcement that the Canadian Northern are looking to St. John as an Atlantic terminus, which would still further increase the importance of this city as a distributing centre.

The fact that contractors and investors are turning their attention to the problems connected with the development of Canada was referred to by Sir Robert Perks. His presence in the city in connection with the proposed dry dock and shipbuilding plant was further evidence that the advantages of St. John are being realized. While unable to make any definite statement he left no room for doubt that before long this great undertaking would be carried out.

The exhibition will do much to convince the thousands of visitors, who will flock to St. John during the next ten days, that this city and province are going ahead by leaps and bounds. No such opportunity to display our resources to the outside world has hitherto presented itself. The knowledge of what New Brunswick has to offer should have far reaching results.

## MR. BENTLEY AGAIN.

Another contribution to the discussion provoked by Mr. A. F. Bentley, M. P. P., on account of his obstruction of the main road to St. Martins with pulpwood, was forthcoming from that gentleman on Friday, and was published in our last issue. Having in his previous letter admitted the offense and thrown out a hint that he was arranging for the removal of the obstructions which the residents in the district have been complaining of for months, it was not to be expected that he would have much more to add for general information.

Mr. Bentley complains that The Standard was unfair in saying that he was responsible for four miles of extremely bad road, which have been impassable all summer, because his own teams were hauling lumber over it in the early spring, and asks at what seasons of the year may he be permitted to use the highways of the county. As a lumberman Mr. Bentley naturally wants to get the most out of the roads. From his own standpoint, to say nothing of the inconvenience to general traffic, it was short sighted policy on his part to use this road for heavy hauling before the frost was out of the ground, which The Standard is informed he did. The road has been rendered almost impassable in consequence, and for that Mr. Bentley's teams were responsible. There is no law limiting the use of the highways, but to get the most out of them requires the exercise of some common sense. If Mr. Bentley had not ruined the road and had removed his pulpwood at the proper time he would not now be complaining that it needs repairs.

But before we part from Mr. Bentley there is one other matter to which we must refer, and which may induce him to reconsider his decision that he has written his final word. It appears that Mr. Bentley is not only given to obstructing highways with his pulpwood, but has been in the habit of monopolizing the bridges of the province—using

them as wharves for loading his lumber into schooners—because it suits his convenience.

The following communications from a resident near Tynemouth Creek dated in May of this year disclose a condition of affairs which calls for some explanation:—

"Conditions here have not changed any. Bentley is loading another schooner and the roadway and bridge are blocked with teams for an hour at a time. Three times each day rain or shine, you have to wait till these teams get unloaded. I would not mind this so much, but they are tearing the rails off. My children have to drive over this bridge four times each day going to and from school and without railings this would be a very dangerous bridge. I had to fight hard to get this and the big bridge repaired and railed three years ago. It was then, and had been, in a dangerous condition owing to these lumber people piling lumber on the rails. When the repairs were completed the chief commissioner notified all these firms 'to stop and there has been no trouble till the present.' A few days later, not satisfied with blocking one bridge, Mr. Bentley takes possession of another in the same locality:—

"I regret to inform you that the Bentley concern, instead of paying any attention to the order to cease loading lumber over the bridges here, have put another schooner at the big bridge, so now they have one at each. Can nothing be done, or is there no law in the country to stop people destroying government property?"

Something was done. Mr. Bentley was given to understand with some emphasis that the bridges of the province could not be used as private wharves. The situation, although serious enough from a public standpoint, is not without its humorous side. Here we have a representative of the people, fresh from the legislative halls at Fredericton, deliberately breaking the law in his own constituency, and ignoring the needs of his own constituents. As a legislator Mr. Bentley is a joke. If he can give any better explanation than the one which suggests itself, that he found it cheaper to use the public bridges than to pay wharfage we will be glad to publish it. Taking everything into consideration, Mr. Bentley's recent activities seem to have qualified him for retirement to private life at the earliest opportunity.

## "COLD JUSTICE."

That was a grave political blunder, remarks the London Free Press, that Mr. E. M. McDonald, one of Sir Wilfrid's wicked touring partners, made at Lethbridge. "You will get no post office while you vote Conservative," he said. Sir Wilfrid was impelled to say he thought of telegraphing Mr. Pugsley to "go ahead and build the post office."

It is a pity that politicians of this stripe are not more often brought to book. A little more "boiling" would give an effective quietus to the idea that any part of the country may be punished by the political masters at Ottawa or any other capital because they do not vote for supporters of that government.

Mr. McDonald was not an offender above his leader. He was simply telling the people of Lethbridge what Sir Wilfrid Laurier, Mr. Aylesworth and other members of his government have told other communities. His remarks were quite in line with the "cold justice" speeches of his superiors. It is a policy which is closely associated with graft and bribery. The voter is robbed of his freedom when he is required to vote against his judgment in order that his town or city may obtain some needed public work.

On the other hand, the country at large is called upon to provide needless new buildings, wharves or other privileges in communities that have "voted right." Sir Wilfrid's statement at Lethbridge that the people would not get a post office, "if they got what they deserved," was a grossly immoral assertion. It is disheartening to find the premier of Canada indulging in these small policies.

Commenting on a recent fatality the Boston Post says of the reckless driving of automobiles:—"According to the accounts of other automobilists whom I passed, the car that was wrecked in Wayland on Wednesday, killing one of the passengers, was going at a 'wild pace' around the dangerous curve where the disaster occurred. There is little more to be added. It is the old and, it seems, too common story. It was not the fault of the dangerous curve that a man was killed there, but of recklessness of the human agents who drove the powerful engine of the car. Any curve of any highway can be negotiated safely by the employment of common sense and reasonable speed—and the Wayland accident, it must be remembered, happened in broad daylight. The familiarity that breeds contempt for a locomotive of the roads and the mania that calls for speed and ever more speed will take their regular toll of life so long as they exist." There is much food for reflection on the part of certain automobilists in St. John in these remarks. Happily we have so far escaped fatalities. It is better to be sure than sorry.

## CURRENT COMMENT

(Vancouver World.)

The tone of the Bingleville Bugle is frankly philosophic. A recent number contains the following:—"Owing to the large—usually large—amount of advertising which appears in this issue of the Bugle, we have no room for our usual weekly editorial which is therefore left out this week. We are aware that this editorial will be missed by many of our subscribers who look to us to mold their opinions for them from week to week. While we regret that there is no editorial in this week's Bugle, it suits us about as well, because we couldn't seem to think up anything to write an editorial on anyhow. We call especial attention to the amount of advertising in this week's issue. This is one of the biggest issues that we ever got out. It pays to advertise in the Bugle. If you don't believe this try it and ascertain for yourself, and then you will be satisfied even though you are disappointed. P. S.—We will endeavor to write an editorial for next week's Bugle."

(Chicago Tribune.)

An epigrammatic statement by Mrs. Young gives insight into the sources of her power, and might be hung up in the office of every administrator as a golden rule of policy. "Where there are 6,000 teachers," said Mrs. Young, "there must be rules, but I think the most useful part of my work is to find out where rules should be broken." In that is the essence of a great administrative policy. The narrow bureaucrat who brings down ruin upon himself and his work does not understand this wisdom.

(Toronto Star.)

Merchants who are decorating their premises for the Exhibition show a commendable public spirit. The practice ought to be general. Not only merchants, but owners and occupants of buildings of all kinds ought to make a practice of brightening up for the Exhibition and making the city look as festive and attractive as possible.

(Winnipeg Telegram.)

Western Canada recognizes two orders of "knockers" in the United States, the greater of which is the endless procession of enterprising Americans who are knocking at our doors for admittance.

You never take a chance when you buy Red Rose Tea. You know the tea will be just as you expect—that fine, rich flavor and refined even strength which never varies and always pleases.



Prices: 30c., 35c., 40c., 50c. and 60c.

WITH FINE WEATHER  
ALL RECORDS SHOULD GO

Continued from page 6.

A particularly pretty effect is secured by the larger illuminated sign of greeting over the main doorway. "Welcome" expresses a sentiment in which the people of this city are well versed. St. John has always been noted for its hospitality, and it is entirely fitting and right that the first motto to meet the eye of the visitor is one which bids him to make himself at home, and conveys the intelligence that we are glad to have him co-operate with us for a big merry-making.

## NOTES.

Manager Good and the members of the executive who had the ordering of the badges to do are to be congratulated upon their good taste. In former years the badges, and particularly those worn by the newspaper men were too large and too showy. This year this has been remedied and the badges while large enough for all purposes, do not make the wearers look as if they too, were on exhibition.

The first death on the fair grounds occurred on Saturday night. In the poultry house under the grand stand a young duck departed this life.

Many familiar faces are to be seen around the buildings and grounds. In the poultry house is W. A. Jack, who went till you are classed among the exhibition veterans, while S. L. Peters of Queenstown is in charge of the fruit exhibit this year for several years past.

That "Made in St. John" exhibit in the drill hall is a corker. It is well arranged and tells the story of local manufacturers in a most convincing way. St. John is surely the bright spot on the Canadian map according to the booster idea and the motto, "St. John where the exhibition makes manufacturing pay" tells it all.

Among the visitors to the fair on Saturday night were W. W. Hubbard, provincial secretary of agriculture, and W. B. Dickson, M.P., of Albert County.

The "Pike" this year is behind the grand stand in a very good location. It was very bare on Saturday night as the show was not in position, but when it is in place this week. "Come on boys, the cane you ring is the cane you win."

The new cattle sheds will make the biggest kind of a hit with the visitors from the rural districts. Nothing like this is to be seen in Canada.

For the benefit of any and all fakirs or sick fingered gentlemen who hope to prey on the crowds during the fair it is mentioned that fifty police and detectives will be on duty on the grounds and in the buildings.

The city will get no small amount of advertising out of this fair. Already there are a number of visiting newspaper men in the city, and in addition leading Upper Canadian and American agricultural papers are arranging for special letters descriptive of the departments in which they are particularly interested. Among the visiting newspaper men who have already arrived are J. Douglas Black of the Fredericton Gleaner, C. W. Clarke of the Sussex Record, and G. M. McBride of the North Shore Leader.

As busy as beavers is suggested as a suitable motto for the New Brunswick game exhibit. In addition to a life-like log cabin and specimens of mounted animals and fish, the government is showing in this section a live moose, five beavers at work and a young fox. There are also some very fine cases of fish.

Ferrari's wild animal show and most of the Pike men arrived yesterday morning and will be in full blast today. Ten carloads of cattle also arrived during Saturday night and yesterday.

Today being a public holiday, it is expected the attendance will be very large. All the departments will be in full working order and the special amusement attractions will receive their first presentation.

That art room will be one of the greatest attractions in the fair. Never before has such a fine collection of pictures been shown while the women's work department which adjoins it is brimming with interesting exhibits.

The press room is not as conveniently located or as large as in previous exhibitions, but space is at a premium in all departments. The room is situated at the extreme end of the new wing adjoining the general offices so the boys will be kept under the eye of Manager Good. All newspaper men will be made welcome.

Just wait until some of the people who have been touting the Canadian West as the only thing get a glimpse of that wheat in the Albert County exhibit. This exhibit with that of York, St. John and Charlotte counties was the first in the space. The exhibits are well selected and fully representative of the agricultural resources of the counties named.

The artistic mind of President A. O. Skinner found full scope in the handsome canopy which has been erected in the main building near the front entrance. Bunting flags, lanterns and electric bulbs have been used with fine effect. It is a credit to the designer.

Enthusiastic Climber (to exhausted companion)—"It seems a shame to leave you here, old man, but I mayn't get another chance." Exhausted Companion—"That's all right, old man; you go and climb the silly thing while I carve its name on my alpenstock."—Punch.

**Shiloh's Cure**  
Quickly stops coughs, cures colds, hoarseness, throat and lungs. 25 cents.

## Wrist Watches

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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**EMPLOYEES WINNERS**

**AFTER LONG FIGHT**

Chicago, Sept. 3. — At the close of a meeting of the coal miners and the operators that lasted until after midnight, it was announced today that the strike situation in the Illinois

coal fields virtually had been brought to an end. Although the settlement will have to be ratified by the Illinois Coal Operators' Association, that is said to be a mere formality.

In the settlement the miners got the lion's share of their demands, only a few small details having been changed. The full scale of wages and prices set by the Peoria convention will be paid by the operators. The conflict between the miners and operators has been stubbornly fought for a period of five months.