

The Standard



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SAINT JOHN, MONDAY MORNING, MAY 30, 1910.

THE PUGSLEY DOCTRINE AT TORONTO.

Mr. Pugsley created an original sensation in Toronto when he spoke at the Ontario Club. His address was a disappointment to those who expected from him any discussion of large problems of statesmanship. Mr. Pugsley can only make one kind of a political speech. Unless he is in a place to promise public expenditure he fails miserably. The only time that he ran an election without a budget of promises he lost his deposit.

But while Mr. Pugsley contributed no ideas on question of state and of empire he offered Toronto a glittering assortment of presents. No one ever went to that city since it was named with such a repertoire of offerings. When he explained that he had not come with promises the minister went on to say that the government to which he belonged had shown what it was to perform. The idea he conveyed was that he had not come with the promise of good things, but almost with the articles themselves. "It is not necessary," said Mr. Pugsley, "that I should make promises. What we have done and are doing ought to be an earnest of the feeling we entertain toward the city of Toronto and ought to be a guarantee of the future." By way of further confirmation Mr. Pugsley said that Sir Wilfrid had told him to go ahead and obtain the necessary appropriation whenever he was convinced that a certain public work was in the interests of the country.

Having thus shown his authority to say what Toronto should have, Mr. Pugsley proceeded to outline the system of ships and wharves and mechanical contrivances that were coming to give the port "as good a fresh water harbor as exists in the world." Railways were to connect with wharves, wharves were to be fitted out with all shipping appliances, the entrance was to be dredged deep. Nothing was to be missed.

Thus gently Dr. Pugsley led up to the question of waterways. At another place he had committed himself to the Georgian Bay and Ottawa Canal system, officially estimated to cost one hundred million dollars. This canal connects the lakes above Toronto with the St. Lawrence at Montreal, cutting off the whole system of canals now in use and side-tracking Lake Ontario, on whose coast Toronto lies. Toronto interests do not favor this Georgian Bay project, but demand the deepening of the Welland and other canals and the improvement of the existing system. This did not trouble Mr. Pugsley. He promised both. He said that Toronto should reach out for business from the great Lake Superior ports, the same business that the Georgian Bay canal is to take in another direction. "That means," said Dr. Pugsley, "the deepening and enlarging of the 'Welland Canal.' He was committed to the Ottawa river route, but," he hastily adds, "the country is big enough and wealthy enough to tackle both projects as soon as the Transcontinental is completed, by 1913 at the very latest." It is a coincidence that 1913 is the latest date for the next election.

But there was more. It seemed to Mr. Pugsley that Toronto ought to have a ship-repairing and ship-building plant. "I am now in a position to lend a 'friendly ear' to applications for aid in the building of dry-docks," said Mr. Pugsley, adding that he had visited the Polson works, and "speaking for myself as Minister of Public Works, I may say I am prepared to recommend favorable consideration to any application for aid in building dry-docks and establishing a ship-repairing plant."

Mr. M. J. Haney occupied the chair at the Pugsley dinner. Mr. Haney is one of the most opulent of government contractors. His bills of extras on one government work would alone make a large fortune. Mr. Haney is understood to be the largest Ontario contributor to campaign funds. Among those at the head table were the parties chiefly interested in the dry-dock application.

It may be recalled that some correspondence was recently published showing great impatience among Liberals over the dominant position which men like Mr. Haney and other contractors were exercising over the party in Toronto, to the exclusion of life-long Liberals who supported the party from conviction. But it is not likely that any objection from this source will be made to the prominence of the machine element at the Pugsley meeting. What would a Liberal from conviction have to do with Mr. Pugsley, who is only a Liberal because that party has office and patronage? Mr. Pugsley was a Conservative so long as that party had office and patronage. He changed sides the day the government changed. He will change again when the Conservatives attain power, and will still be on the side of the contractors, in company with other camp followers.

THE EASTERN COLLEGE.

Three of the Maritime Province universities will hold convocations this week. Three have already sent out their classes of graduates. The list of arts and science graduates of this year from these schools will number one hundred and fifty, or more young men and women. Besides these are theological, law and medical departments which have given or will give credentials to considerable groups of young men. In all of these schools are many men and women pursuing partial courses. Connected or affiliated with some of them are colleges for ladies in which courses of study are offered in letters, art, music and in more recently established departments of household science, or housekeeping as the mothers of the students would have called it.

It is safe to say that the number of male students in the universities and technical schools of these provinces is double that of ten years ago. The rate of increase before 1900 or 1890 was also great. Colleges for ladies have continually added to the scope of their work, particularly in the departments which offer professional courses of study, and the number of young women in these establishments has increased even more than the attendance in the universities. Moreover

women have invaded nearly all the universities and form a large part of the graduating classes in arts. Yet it is probably true that there are more students from the Maritime Provinces in the larger schools outside the jurisdiction than ever before. McGill draws from this part of Canada as freely as from other parts of Canada. The provinces are always well represented at Harvard, though chiefly by post-graduates, and they have always nice Rhodes scholars at Oxford.

We lose something economically, something in advanced academic work, and most of all in facilities for professional and technical training by the dispersion of our forces among these relatively small universities and colleges. The Maritime Provinces could together maintain a good school of technology, including forestry and agriculture, and the various departments of engineering. There could be a much more complete law school than either of those now in operation, and we could have a medical college much better than has been accomplished or attempted at Halifax. There are now in the Maritime Province colleges, pursuing university courses, seven hundred and fifty to a thousand students. The number has been multiplied by three in a quarter of a century, with the population practically stationary. It will be still farther increased. Incidentally it may be remembered that when the alumni roll of these schools is called the answer comes largely from the western provinces. Europe is furnishing the west with the majority of the settlers who work. The eastern provinces of Canada are supplying the majority of the teachers and a large proportion of the professional men. We are paying heavily in the east for the instruction of the west, and, as we shall continue to do so, we are fairly entitled to liberal contributions from the west to college endowments.

While it is true that there is a certain economic disadvantage in the distribution of educational activity to some many points of operation, certain advantages have been gained. The men trained in these schools may not have gone so far as the best students in the larger colleges but they have had the advantage of much closer association with teachers, and with each other. Students who had inadequate preparation found better opportunity to make good the deficiency. Those who were slowest of understanding, or who came late to the consciousness of their powers, were less likely to be discouraged and submerged. Brilliant students, who first found their way to these smaller colleges and afterwards followed up their work in more famous schools, have almost invariably given testimony in favor of their first college, and spoken gratefully of the intellectual stimulus received at the most advantageous time from personal relation with some of the teachers, and for wise sympathy and counsel at critical periods. In the past students have found their way to the provincial colleges from schools of all classes, or have been prepared more or less adequately by private study. They have often lacked the symmetrical training which is assumed to have been received by the matriculant in a large college, though perhaps much better fitted in general for academic study. In the hands of teachers who knew their limitations, and in an institution where the proper adjustment could be made, they have accomplished more than would be possible in the great universities. It may be safely said that some students who in post graduate days have won high honors in the most famous universities, might have been derelicts if they had gone to these institutions when they entered the small colleges at home. As it is we find graduates from our local colleges entering the professional schools connected with McGill or Harvard, and easily holding their own with the arts graduates of these universities. We see them after two years in the engineering or science schools of the lower provinces taking better than an average place in the third year at McGill. Therefore while it may be that if the provinces could begin anew with the higher educational work they might make a better organization than they have now, they have no reason to feel ashamed of what they have done and what they are accomplishing.

MR. MATTINSON'S CASE.

Mr. R. Mattinson, of Kent county, has a grievance against the Crown Land Department. Accordingly he has written a letter addressed not to Mr. Grimmer but to Mr. Hazen, and instead of sending it to the person addressed he sent it to the Richibucto Review to be reprinted in the St. John Telegraph. Mr. Mattinson does not clearly set forth his cause of complaint, but says that he cut 14,000 feet of lumber on "vacant" crown lands, meaning apparently lands on which he had no license to operate. As a result a man who financed his operations has been asked by the scaler to pay double stumpage on 10,000 feet with some fees (or mileage) making \$50 in all. Mr. Mattinson adds that his men by mistake cut 1,000 feet on lands said to be licensed, and the logs were seized. It is not clear whether the government or the man who had the license made this trouble. So far then as can be learned Mr. Mattinson's trouble grows out of illegal operations, and his complaint is that the government is doing what the law requires the government to do in such cases. Mr. Mattinson makes the further statement that many others have cut lumber on vacant crown lands without paying stumpage. He also states that he is himself an old man and poor, and that he was injured last winter in the woods, and will never be well again.

Elsewhere will be found statements of the surveyor general and the scaler whom Mr. Mattinson seems to accuse of harshness. Mr. Grimmer says that the matter has not yet been settled, and that a full inquiry will be made by the superintendent of scalers who will see that no wrong is done.

A part of the letter which concerns the public is that which speaks of other operators who have been cutting on crown lands without paying. Mr. Mattinson does not give particulars, but fortunately he promises to furnish them. Undoubtedly Mr. Grimmer will welcome such assistance. The Surveyor General has greatly increased the revenue of the province by not allowing people to cut lumber on crown land without paying for it. It may be that he has not yet accomplished all that is possible in the protection of crown land revenue from plunder. Mr. Mattinson's fifty dollars is not a large contribution but the intervention of the scaler in his case is a good sign. He may be one of a number already discovered, and if what he says is correct the good work should go much farther with the assistance that he has promised. One good effect of the rigid collection of stumpage from operators that are discovered is their desire that the rigid enforcement should be general and their readiness to co-operate to that end.

THE NAUWIGWAUK VERDICT.

Mr. Brady of the Intercolonial board of management does not seem to agree with the coroner's verdict in the Nauwigauk railway accident case. His own private inquiry may have given another result but the conclusion is not disclosed, and the evidence on which it is based is taken in secret. The testimony taken by the coroner was given on oath in public, the witnesses having been cross-examined by counsel for the railway. It appears to the lay mind that the verdict was justified by the evidence.

A friendly newspaper asked Mr. Brady if he thought there was politics in the verdict. His reply as reported was that there was "politics in everything." The Standard's information is that a majority of the Nauwigauk jurors were Liberals, and that in fact there were only two Conservatives among them.

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To the Editor of The Standard:
Sir,—May I call your attention to the enclosed poem, which seems to me to convey by suggestion the strongest possible tribute to his late revered Majesty.

I am happy to say the lines are by a Canadian, which may add to the appreciation of many of your readers.

Yours sincerely,

CHARLES CAMPBELL.

THE EAGLES.

Hearken, ye gathered rulers
Who ride through London's gloom,
And follow the draped gun carriage
To Edward of England's tomb.

Men called him the Peace of Europe,
Shall the calm he strove for cease?
Will ye loose now Europe's eagles
To prey on the Dove of Peace?

There is a Northern Eagle,
Two-faced, savage and thonged,
Shall he wing his way to the southward
And prey as he always longed?

There is a stern Black Eagle,
Powerful, steadfast, grim;
Shall he follow his trade-marked
rangings?
Shall ye lower your points to him?

There is a Golden Eagle
Swift winged for strife or play;
Are the wreath and the "N" still missing
That startled the world that day?

There's another Two-Headed Eagle,
Claimed from the Caesars of Rome;
Shall each head rend the other
In their fierce-hearted jealous home?

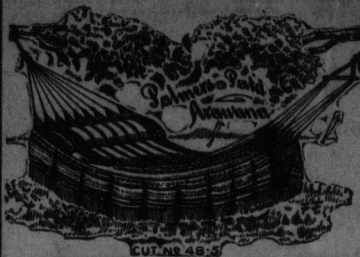
Ponder, ye congressed rulers;
Think well! Dare ye say
That ye follow the Peace of Europe
To Edward's tomb this day?

PETITCODIAC.

Petitcodiac, N. B., May 26.—Miss Ethel Alward teacher in the Intermediate Department of the Petitcodiac Public School spent Sunday at her home in Havelock.

Miss Emma Vallis is visiting friends at Calhoun.
Mrs. J. A. Belyea and son, Ralph, of St. John spent the holiday visiting relatives here.
Miss Mae Wilson spent Saturday

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Rules of Court, 1909.

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McKnight at Apohaqui, where he had been working. The deceased was 19 years old and was a member of the Lower Millstream Baptist church, which he had lately joined. The funeral took place from the home of Wm. T. McKnight's Lower Millstream. He was laid to rest in the Upper Corner burying ground at Sussex. Many beautiful floral offerings were sent as follows: Wreath, Britannia Division S. of T.; cressent, Mr. and Mrs. Beckwith McKnight; spray, Lower Millstream School; cressent, the Misses Saddle and Lue McAnlay and Gladys Young. The deceased is survived by one brother, the rest of the family being dead. The pall bearers were: James McAnlay, Ernest Hicks, Walter McAnlay, Earl McPhie, Murray Sharpe and Joe McKnight. Rev. James MacLackie, pastor of Lower Millstream Baptist church, officiated at the home and grave.

St. Croix Courier: Hon. Justice McKeown and Mrs. McKeown were guests of Hon. Geo. J. and Mrs. Clarke while in town last week.

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