## The Standard



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SAINT JOHN, THURSDAY MORNING, MAY 19, 1910

#### IS ST JOHN TO BE DROPPED?

Sooner or later a question of this kind was bound urday Night. to arise. The double port system is not good economy. The Allan and C. P. R. lines have done practically all their freight business with St. John. They are compelled to go to Halifax for reasons that have nothing to do with business. Nothing is gained in time of delivery of passengers or mails by compelling the boats to stop at Halifax. Mails from Montreal and points west would reach Liverpool as early if they were delivered to the ship at St. John at the hour of sailing, and the ship went direct to Liverpool, as when the cabinet, who find their confidential clerks unfaith. were delivered to the ship at St. John at the hour of salling, and the ship went direct to Liverpool, as when they are sent on by railway to Halifax and the ship is compelled to go out of her way to get them there. The same is true of west bound mails and of passengers. The only mails and passengers which get any advantage from the Halifax connection are them.

from the Halifax connection are those starting from or ending their journey in Nova Scotla.

If is understood that the influences which have compelled this stop at Halifax will not allow that port to be cut out, so that if any port is dropped it will be St. ohn, whose political influence at Ottawa is weakening, I order to make this change acceptable to the confractors it is said that concessions in the way of Intercolonial running rights may be offered so that there will be less loss in hauling freight beyond the Canadian Pacific terminus. This would be a way of making Canadian taxpayers contribute to the cost of taking traffic from this port.

If the double port system is to be given up there

This letter is a model in severity. But if the other

should be a better and fairer way than this to arrange the service so as to give Halifax the opportunities which her geographical position cannot claim. If political exigencies make it necessary that subsidized ships should go to Halifax, where there is little traffic for them, why not divide the service, sending to Halifax alone a certain number of the larger ships and allowing the service is the service of the larger ships and allowing the service is the service of the larger ships and allowing the service of the service of the larger ships and allowing the service of the service of

paper makers should not manufacture in the region where the wood grows.

The United States tariff is this reason. But New Brunswick is not a party to the United States tariff, and is not responsible for it. Those who are responsible must find a way to overcome the obstacle. If the Payne tariff interferes with the manufacture of New Brunswick wood into paper in New Brunswick for the United States market, we have power to interfere still more effectively with its manufacture in the United States. The question then arises whether the need of this supply is greater than the need of the Payne tariff, or so great that the consumers will pay the tariff in order to obtain paper. It may take some years to settle this question. But in that period the trees will be growing, and much of the timber will be available for other purposes. It is not necessary and not even to the advantage of this province that the standing timber should be cut rapidly. Delay in cutting the timber on Crown lands is not dangerous.

#### A CHALLENGE TO GENEROSITY.

Now that the friends of Hon. W. S. Fielding have presented him with a cheque for \$118,000 to eke out his ministerial salary and Sir Wiltrid Laurier has set his seal of approval on the proceeding, it would not be sur-prising to see the incident become general. There are other members of the Federal Cabinet, who are drawing other memoers of the Federal Cabinet, who are drawing equally small pittances—\$7,000 and perquisities, or there abouts—and no doubt they think they are giving the country and their friends equally good service. Some of them have an even better chance to make "friends" tha More than once or twice the statement has appeared in the Montreal papers that the Canadian Pacific Empresses, and the larger Allan Line ships will not come to St. John next winter, but will take passengers and mails, and such freight as they can get at Halifax alone. It will not be wise for St. John to disregard this notice. There are serious reasons for believing that the management of these steamship lines is dispatished with the double port system.

It seems that the Canadian Pacific and Allan companies look at the matter in this way: It is a nuisance to send a large ship to Halifax twice and St. John once on every round trip. The cruise from Halifax to St. John and back to Halifax takes a good deal of time, and costs much money. If our ships must call twice at Halifax, it would be better to make that port the western terminus. But the government insists that the ships shall bring the English mails to Halifax, and take the mails from Halifax, and therefore the only way to obtain a single port service were allowed each company would far rather drop Halifax, and go straight to St. John, and straight from St. John back to Liverpool. The first choice is for a single St. John service. The double service is worse than either.

Sooner or later a question of this kind was bound to arise. The double port system is not good economic to the statement has no respective to make further sacrifices rather than it is defeated, or Mr. Pugsley's "friends" rally to his support, he and his equally unfortunate colleagues will single Halifax service. The double service is worse than either.

Sooner or later a question of this kind was bound to arise. The double port system is not good economic to the straight from St. John better to make further sacrifices rather than it is defeated, or Mr. Pugsley's "friends" rally to his support, he and his equally unfortunate colleagues will be forced to sit by and watch in comparative poverty the affluent Mr. Fielding, for the portifolio of finance has no fire a function to describe the publ

The Halifax Chronicle devotes a long editorial to mot divide the service, sending to Halifax alone a certain number of the larger ships and allowing the others to go to St. John alone? This would free all the ships from the necessity of making three entrances and exits on this coast every round trip. It would enable some of them to do business through St. John on fair business principles. It would not be so good for St. John as the double port system, since under this method the ships do practically all their business at this port. But it would certainly be better than cutting St. John out of all tife sailings of the largest and newest Allan and Canadian Pacific boats.

If Mr. Grimmer made no contradiction, few

The Halifax Chronicle devotes a long editorial to acreate the Victorian Colonist, commending the Fielding testimonial. The Colonist, capture of the Case is the great value which in the Liberal editor, Mr. Charles S. Lugrin, expresses his personal opinions on many matters. The action of the Colonist view, and the utter disregard which the Halifax Chronical triple of the case is the great value which in the fielding's Halifax Chronical triple to the story of the case is the great value which in the fielding's Halifax Chronical triple tri

Fielding had a chance to accept gifts. It would be a sudden reversal of moral doctrine.

If Mr. Grimmer made no contradiction, few would believe that he had made statements implying a determination to allow the export of pulpwood from Crown lands to continue. The Surveyor General and his colleagues permitted a resolution to pass the House setting forth that this trade should be stopped. Evidently that doctrine was not opposed to government policy. Nothing has happened since to change the situation in this regard. The government is proceeding carefully, and is now carrying on an inquiry by means of a commission.

The Sländard has no special information as to the scope of this investigation, but it would probably take account of the location of Crown lands from which pulpwood is taken, their availability for supplying existing or prospective pulp mills, the possibility of the establishment of pulp and paper industries in this province, the matter of markets for pulp and paper, the supply of pulpwood on private lands, and the effect the exclusion of Quebec crown land pulpwood from the United States market. The government will desire to be fully informed on these questions, and to be salte to give information to the public when decisive action is taken.

Another season's cut of wood will be about finished before legislation can deal with this matter. It may be contended that the Crown Land Department has power to prohibit by regulation the exportation of rown land pulpwood. No doubt the government has large governs bit it may prefer to legislature in a clear expression of opinion on the general question of crown land apulpwood. No doubt the government has large governs bit it may prefer to legislature in a clear expression of opinion on the general question of crown land supposed to the entire of the salt. We are quite near the conet of an Automated Characteristics and question of how much notice should be given to those engaged in the trade.

But there is no doubt that the legislature has expressed public sentinen



## Daily Gleaner

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CONQUEROR OF THE AIR

(Awarded the Lloyd McKinnon Gar rison prize of \$100 for the best poem written by a Harvard graduate.)

With a thunder driven heart
And the shimmer of new wings,
I a worm that was, upstart,
King of kings!

I have heard the singing stars, I have watched the sunset die As I burst the lucent bars Of the sky.

Soaring from the clinging sod, First and foremest of my race, have met the hosts of God Face to face.

Met the tempest and the gale
Where the white moon-riven cloud
Wrapt the splendor of my sall
In a shroud.

Oh, the winged men may come, Pierce the heavens, chart the sky, Sound an echo to my drum, Ere they die.

## **GOOD STORIES**

"Nobody ever accused the late inspector Byrnes of disliking the newspapers," an old New York policeman said the other day, "and we in the police department all knew that if we wanted to keep on friendly terms with the inspector we hal to be decent to the reporters. I remmbus one dignified but inexperienced young man who was sent with a group of old reporters, all of whom knew the inspector well, to see him on a case of some importance. Byrnes greeted each man by his first name and made them all comfortable in his office while he was getting ready to give them the story. The last reporter to come in was the new man that nobody knew. "Inspector Byrnes," said the new-comer with great dignity, "I am Mr. Smith, and I represent the Dahy So and So."

"Well, well," said the inspector, "stright down her and represent."

JOSH WISE SAYS, "You can't always judge a man by his wife's clothes."

orter? Bout 50 cents wuth, sah.

Quick Lunch Waitress—How do you lke your eggs sir? Hardened Patron—In their teens!— exchange.

I made those out of rubber, my poy—London Opinion.

## A Child's Disposition

May be ruined through existing detects in eye sight. Children are often called dull and stupid by teachers and parents through no fault of their own. Perhaps born with a defect in sight they do not know of any different world from that which they see through defective eyes

Notice any peculiarities children may have in looking at objects at a distance or near at hand.

Squinting, frowning, looking sidewise, or with partially closed eyes are all indications of eye trouble.

Better be over-cautious in having a child's eyes examined than to run the risk of ruined sight.

We will tell you

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JAMES S. McGIVERN, Tel 42

St. Andrews, May 18.—The court house here in which Judge White is now holding court is draped in mourning as a mark of respect for King Edward. In his opening address Judge White speke long and eloquently of the dead King. He said the signs of mourning were not the mere formal trappings of a simulated sorrow, but they represented the genulne sorrow of millions throughout the worldwide British Empire. He referred to the King's good tact and judgment, to his efforts on behalf of peace and said he would go down in bistory as Edward the Peacemaker, a better title by far than Edward the Conqueror, or Edward the Warrior. In closing his address his honor spoke loyally of King George and said one and all would unite in the earnest wish "God save the King, long may he reign." The grand jury brought in a true bill against Boone, charged with stealing hides at 8t. Stephen. He pleaded guilty. M. N. Cockburn made an eloquent plea for clemency which suffers have been suffered the Crown.

The treapsas case of Boyd vs. Doyle from St. Geerge is now being tried, it will be finished tomorrow. Hazen and Cockburn for plaintiff, MacMonagle for defence.

Y. M. S. of St. Joseph

### The Judicature Act Of New Brunswick

Rules of Court, 1909. Copies of the above are on sale by

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