

## The Standard



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SAINT JOHN, SATURDAY MORNING, JULY 30, 1910.

## THE BETRAYAL OF THE PROVINCES.

The conviction, which is growing stronger every day in the Maritime Provinces, that the Grand Trunk Railway in securing an outlet at Providence, R. I., intends to abandon the eastern section of the Grand Trunk Pacific ending at Moncton, is apparently shared by the people of Western Canada, judging by the statements of a prominent grain buyer from Manitoba, who was a recent visitor to Washington. His statement, which is contained in a Boston despatch to the Mail and Empire, is all the more significant from the fact that he admits it is immaterial to the people of the west by what route their grain is shipped so long as they get despatch and a low rate.

Commenting on the proposed agreement between Canada and the United States for the regulation of railways and railway rates, he says the Canadian government is forced into this understanding to appease Eastern Canada which is perturbed because traffic expected by the Grand Trunk Pacific is to go by way of the eastern States to the Atlantic. The line from Winnipeg to Moncton, he points out, was built by the Ottawa government with a view to carrying business to Halifax and St. John. But the road will not be used for this purpose. Grain will be carried over the Lake Superior section down to the Grand Trunk system. It will also go by water from Fort William to Midland. But it will not pass over the eastern section of the Grand Trunk Pacific, which is costing the government \$200,000,000.

"In view of what the Grand Trunk is doing in the East," he continues, "nobody believes the Grand Trunk Pacific will lease the government portion of the Transcontinental line beyond Cochrane. The remainder of that division from Cochrane to Moncton, 1,030 miles, will be thrown upon the hands of the government and attached to the Intercolonial, the government line in the Maritime Provinces. The Grand Trunk has a perfect right to look into the future, from its own point of view. Everyone knows that the Canadian North-West will soon be the granary of North America, and that it will be necessary to use the Chicago and Grand Trunk and all other available routes which the Grand Trunk controls or can secure to convey wheat to the Atlantic. "Also it is highly probable that after a time the cost of living in this country will compel Congress to take the duty off Canadian wheat in order to supply American mills and American consumption. The Grand Trunk officials told the Providence people that New England factory goods would be carried back to the Canadian North-West. No doubt we shall soon have a wide reciprocity treaty between the United States and Canada to permit that to be done.

"But the Canadians in the more Imperialistic eastern provinces do not view the situation as we in Western Canada do. It is immaterial to us by what route our grain is shipped so long as we get despatch and a low enough rate. They, however, are up in arms against the diversion of traffic to the United States. The government division from Winnipeg to Moncton will cost Canada \$200,000,000, and they want to know what this huge sum is spent for if business is to be handled chiefly over American roads. I admit that it is rough on them and a severe jolt to their dream of commercial supremacy. But I happen to know that the proprietors of the Grand Trunk in England heartily approve of what is being done. The only thing the Canadian government can do to satisfy the people of Eastern Canada is to arrange with the United States for joint control and regulation of railroad traffic, and even in this we of the West cannot see where we will lose, as low rates are what we want, whether our grain goes east by all-Canadian or by the American routes.

"To allay the apprehension of the people of Eastern Canada as to the loss of their grain traffic the Grand Trunk has been telling them that the Providence route will be for the overflow when Montreal, St. John and Halifax are congested. But it is obvious that the company would not spend many millions of dollars in getting to Providence and establishing an ocean fleet at that port merely for the purpose of sending an odd cargo of grain that way. Unless there were full cargoes for every sailing, the vessels would be operated at a loss for they will have to face the direct competition of Boston and New York. It is but a subterfuge to placate the disappointed bluenoses.

"Some Canadians predict that the upshot of all this diversion of Canadian business to American ports, this joining of the Canadian wheat fields with the factories of the United States and the heretofore unheard of plan for international regulation of railroads (meaning the practical adoption of the American Interstate Commerce Act of Canada) will bring Canada within measurable distance of political union with the United States."

It is at least satisfactory to have from a disinterested source a confirmation of the feeling which is becoming general throughout New Brunswick and Nova Scotia that the Grand Trunk Pacific will have very little use for the eastern section of the Transcontinental when it is finished. It was a political scheme from first to last and as usual the people of Canada are paying the bills. There is one consolation: time brings its revenges. When the hour arrives for the people of the Maritime Provinces to speak their minds, no subterfuge will be sufficient "to placate the disappointed bluenoses."

## AERIAL WARFARE.

The Montreal Witness in discussing recent developments in aviation reaches the conclusion that from now on the nations of the world must take the airship into account, and rely no longer upon ocean navies.

The matter is the subject of a good deal of newspaper comment at present, and a highly interesting controversy has been in progress in the New York press concerning the significance of the recent experiments made by Mr. Glen H. Curtiss in the dropping bombs upon an outlined warship.

The comments dwell upon the difficulties the flying marksman must meet, the "Sun" saying that "A platoon of either marines or bluejackets armed with the United States rifle would be able to destroy a whole flock of aeroplanes at 300 yards, Mr. Curtiss's loftiest flight; or, for that matter, at a thousand yards. Our men hit bull's-eyes at the latter distance and have little difficulty in doing it"; while the Tribune desires to know what the men on the battleship will be doing when assailed from above. To this the World makes the good reply that there is not in the United States Navy a man trained to shoot at a flying target in midair, or a piece of ordnance capable of doing it.

Military experts know how marksmanship suffers when men in battle fire up and down a steep hill. The targets at which bluejackets shoot are at a known level distance; the dodging aeroplane changes both its distance and direction every moment. The force needed to go a thousand yards up is enormously more than to go a thousand yards on the level. Until vertical-aiming ordnance is perfected Hiram Maxim's remark is to be remembered that a thousand rifle bullets may pass through an aeroplane's wings without disabling it.

The New York Times urges that no aeroplane can be poised in air to take careful aim, and no formidable bomb can be made to detonate by contact. To which the World replies by allowing that the aeroplane will, of course, continue to waste ammunition which is the rule of war; while bigger planes will be made to carry more powerful and different bombs.

A beginning has only been made, and it is quite possible that aeroplane offence may develop more rapidly than aeroplane defence. "A million bullets, according to Mr. Maxim, may strike a thousand aeroplanes and bring down only so many as have pilot or motor disabled. The aeroplanes may not fly in full day or 'high sunlight. These are dark nights; fogs at times lie low on the water, leaving the upper air clear, permitting an aeroplane to swoop unseen almost to 'brickbat range' of its mark."

At any rate naval and military experts fear the probabilities of the airship in war, and Admiral Sigbee says:—"It is only a question of developing more perfect instruments for hurling shells from the sky with greater accuracy. Then it will be possible for the 'aerial destroyer' to do its damage from an altitude 'of a mile in the air.' We have seen Mr. Brookings, an amateur with little practice, urge his undeveloped aeroplane to heights of 3,000 and 4,000 feet. Another amateur, Mr. Harmon, made a flight record of more than two hours, giving a ninety-mile radius of action.

What, asks the World, would have been the sensations in Sampson's fleet at Santiago if, besides the torpedo-boats to watch, there had been a thousand aeroplanes over the hills, capable of flying ninety miles or more, waiting for darkness or a favoring mist to sally forth? The Boston Herald is of opinion from the Curtiss experiments that by the time the new United States 30,000-ton battleships are in commission it is not at all unlikely that an aeroplane will have been perfected that will be able to put them out of business.

## THE FIRST JUVENILE COURT.

The first report of the first juvenile court in Canada has just been issued in Winnipeg, and is naturally under the circumstances an interesting document. Bound up with that of the Superintendent of Neglected Children, it forms an important volume under the title of "The Child, The Home, The Parent, and The State." It is early to form any opinion as to the permanency of the reformation work done by the court, but it is significant that out of 174 boys brought before the judge only eight had to be sent eventually to the reformatory.

Improper home surroundings, in the opinion of Hon. T. Mayne Daly, the judge of the court, are by far the most prolific cause of juvenile crime. "To this cause, and the want of home training," he says, "we can attribute ninety-five per cent. of the boys and girls who go wrong." This analysis of the situation agrees with that of almost every worker among the young. "The mothers are not so much to blame as the fathers. The fathers seem to think that they have discharged their duty when they provide a house for their families to live in, with fuel to heat the same, and food and clothing for their wives and children."

The whole effort of the juvenile court system is to provide at the hands of the state the best available substitute for this lacking parental care. The function of the judge is to be a friend, a guide, almost a father, to the unfortunate who have never known parental guidance and authority. It is a task of peculiar difficulty, not to be gone about in the spirit of red tape and of officialdom, Winnipeg appears to have been fortunate in its selection of the Hon. T. Mayne Daly as the judge. That he loves the work seems to be indicated by the enthusiastic tone of his report.

It is difficult to follow the argument put forward by the Minister of Public Works as a reason for the Dominion government not making a grant to the Campbellton fire sufferers. The federal government, he says, came to the conclusion some time ago, that disasters outside Canada might properly be aided, but that disasters inside the country ought to be attended to by the provincial and municipal authorities, and by private subscriptions. It is very poor consolation for the people of Canada, who placed the government in power and provide the revenues of the country, to know that disaster befall them a grant of their own money will be refused, but that the people of another nation in similar plight, will receive liberal assistance. Mr. Pugsley would do well to remind his colleagues that charity begins at home.

## CURRENT COMMENT

(Sackville Post.)

A Moncton correspondent states that the bridges in that end of the county have not been in as good condition for years. Similar reports come from all over the county. Scores of bridges are being built new and repaired every year. When a bridge needs attention it is looked after promptly, which is in striking contrast to the treatment they received under the old government. Sackville people will remember that the big covered bridge over the Tantramar river here was out of the greater part of a year, and Mr. Copp and his friends were able to do nothing. Not even a temporary structure was erected until months after the old bridge went out. The present head of the public works department looks after his business as it should be looked after.

(Toronto World.)

A man out west has a scheme to save the forests from fire by spraying them with asbestos paint. The country will be providing for this man yet, with medical attendance thrown in.

(London Advertiser.)

It is said that Dr. Crippen is on a steamer bound for Canada. No doubt he has the necessary \$25, but he will become a public charge immediately upon his arrival.

## FAILURE.

Faint not at failure. Sometimes 'tis the will Of the high gods, that by this means is given The key to life, the very road to Heaven. The greater, good spring from the greater ill.

I often ponder on the men who still With the shadow of the mountain pass, Stood—falling bravely one by one, alas— And at the name of Sparta make us thrill Today, when all her temples lie in dust.

Yet this was failure, and the Persian throng Poured over those forms that kept so well their truth. And when we highly praise their deeds in song, We sing of failure; but of failure when They died their best, and fought and died like men.

—Edgar Avery Marden.

## THE SOCIAL LIFE OF MAN.

What are you? A man. If you consider yourself as detached from other men, it is according to nature to live to old age to be rich, to be healthy. But if you consider yourself as a man, and a part of a certain whole, it is for the sake of that whole that at one time you should be sick, at another time take a voyage and run into danger, at another time be in want, and in some cases die prematurely. Why then, are you troubled, do you not know that as a foot is no longer a foot if it is detached from the body, so you are no longer a man if you are separated from other men? —Epictetus.

## Good Stories

That statement made me think, said a veteran newspaper man to the Cincinnati Times-Star, of the celebrated row between President Cleveland's colored man and Secretary Hoke Smith's colored man. The two were exercising their masters' horses out on a country road, and got into a dispute as to what was the best thing in the world. Finally they made a bet of a dollar on it.

"Well, what is de bes' thing in the world?" asked Cleveland's man.

"Roas' possum and sweet 'aters," said Hoke Smith's man. "Whoa," says Cleveland's man, dragging the horse. He jumped to the ground, seized Hoke Smith's man by the leg and dragged him to the dust. "Take that," says he, lamming him on the neck. "You miserable black rascal! You ain't leave me nuffin' to guess at."

## Then it Happened



Two men were on bases for Mudville, and two out, in the ninth, and only two runs were needed to tie the game, when Casey stepped to the bat. Flynn and Jax, Blake both had singled, so the Pokedown pitcher seemed a cinch for Casey. "One strike!" cried the umpire. "Two strikes!" cried the umpire. "Three strikes, and out!" cried the umpire. They say his corpse looked very natural, considering that the crowd had kicked him to death. (The End.)

## JOSH WISE SAYS.

One bird on the table is worth two in the refrigerator.

Fig—It pays to be honest. Fogg—Yes, but that's a mighty low down reason for being so.

## HIS GRACE

THE ARCHBISHOP OF QUEBEC Strongly Recommends The Dr. John M. Mackay TREATMENT FOR DRUNKENNESS

As His Grace says, in the letter below, "I know there are many families that are indebted to you for the peace and happiness they at present enjoy." His Grace has seen for himself—and through the priests of his diocese—that the Dr. John M. Mackay Treatment is not only the best—but also the ONLY CURE—for Drunkenness. Archbishop's Palace, Quebec.

Dr. J. M. Mackay: Dear Sir:—Many reliable men, priests, monks and laymen, have often spoken to me of the splendid work you are performing with your treatment. I congratulate you on that work. If you have saved but one person from the vice of drunkenness I would say, "Thank you." But I know and have been able to ascertain myself that in Quebec, as well as in other parts of my diocese there are many families that are indebted to you for the peace and happiness they at present enjoy. Therefore my heart is gladened by the good you have done up to this time, and I want to encourage you most strongly to continue your work, and even to extend it, if possible.

Yours, etc.,

(Sgd.) L. N., ARCHBISHOP OF QUEBEC. Write for free information about treatment, etc. DR. JOHN M. MACKAY, 893 ST. CATHERINE ST. WEST, MONTREAL.

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## HILLSBORO

Hillsboro, July 27.—Mr. C. W. McLatchy, of Moncton, spent Sunday in town.

Among the Hillsboro people who drove to Moncton on Saturday to see the horse races were: Mr. and Mrs. Walter Slater, Misses Gertrude Gallagher, Dora Steeves, Eva Bishop, Vera Dickson, Messrs. G. H. Bain, E. M. Sherwood, R. E. Steeves and Spurgeon Gallagher.

Miss Jennie Prescott, of Albert, is the guest of Miss Jessie Dickson.

Miss Tessie McClure, of Moncton, spent Sunday in town.

Miss Magee, of Lewisville, is visiting friends in Hillsboro.

Mr. and Mrs. W. H. Duffy returned last week from Stillwater, N. S., where Mr. Duffy is shipping lumber.

Miss Jessie Dickson entertained a number of her girl friends at supper Tuesday evening, in honor of her guest Miss Jennie Prescott of Albert, and Miss Dorothy Crandall, of Moncton.

Among those present were Misses Laura and Kathleen Steeves, Eva Duffy, Ethel Steeves, Alice Marven, Chatham; Kit Humphrey, Moncton; Edith Gross, New York.

Mr. and Mrs. G. H. Marr and family returned to their home in St. John on Monday after spending a few days with Mrs. W. J. Lewis.

Mr. and Mrs. J. L. Peck, Mrs. C. A. Peck and Mrs. A. E. Keith drove to Moncton on Saturday in Mr. Peck's auto.

Miss Doris Crandall returned to her home in Moncton on Saturday after spending a week with Miss Flora Peck.

Mr. Joe McClure of Moncton was in Hillsboro on Sunday.

The Misses Comben, of St. John, are guests of Mrs. James Blight.

Mr. and Mrs. Chas. S. Steeves visited Moncton on Saturday.

Miss Rita Weir, of Moncton, is the guest of her cousin, Miss Gertrude Gallagher.

Friend—Now that you have been married some time, old friend, tell me frankly your opinion on the marriage state.

Much Married Man (to his wife)—Just go outside my dear, will you?

## 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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