The Standard



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SAINT JOHN, MONDAY MORNING, MAY 16, 1910

abstain from imposing a penalty which was threatened if Canada refused to make the concessions.

With the results of this treaty before them, it was to be expected that Mr. Knox and his friends would like to do some more bargaining. It is pleasant to negotiate with a country which gives and does not take. The protectionist supporters of Mr. Knox, are pleased with him. He does not allow any one to come into their market, and he finds them a market in another country. The more negotiations that Mr. Knox are that is what is now the matter with Mr. Pugsley and his allies. another country. The more negotiations that Mr. Knox can carry on with diplomatists like Mr. Fielding the better the producers on his side of the line will like

revince hundreds of thousands of dollars have need aken out of the pockets of the people by these political aings of school book publishers in Outario and of middle nen in this province. Two former members of one irm of school book middlemen have been provided with ederal offices since the change of provincial government has spoiled the school book monopoly.

MR. PUGSLEY THE OBSTRUCTOR.

Mr. Pugsley was a humorous figure when he ex pressed regret that the provincial legislature incorpora ted the four-tenths per cent condition in the Valley Railway Act. The minister intimated that he and Sir Wilfrid Laurier did not really mean this, but only desired to conform to the Grand Trunk Pacific standard Mr. Pugsley fears that the condition may obstruct th

work.

All of which is exceedingly entertaining. It recalls the fact that the promised answer of Sir Wilfrid Laurier to the Valley deputation was withheld at Mr. Pugsley's request, and that instead of it the Valley people received Mr. Pugsley's four-tenths per cent. ultimatum. Nor is it forgotten that when the report appeared some time later that the conditions might be modified Mr. Pugsley promptly denied any intention of reducing the standard or departing from his first specifications. After that Sir Wilfrid wrote to Mr. Carvell endorsing Mr. Pugsley's four-tenth per cent. condition, endorsing Mr. Pugsley's four-tenth per cent. condition and then informed the company that his letter to Mr Carvell was his answer to the deputation. Sir Wilfrid also declared that his statement and the condition there in represented the conclusion to which the government

NO MORE BARGAINS WANTED.

It is not surprising that the Montreal Board of Trade has offered objections to a renewal of reciprocity negotiations with the United States. Nor is it won derful that Secretary Knox should have made public statements expressing the hope that the question may be taken up between the two countries. The United States people desire to sell more goods in this country than they do now. Most of those who have the goods to sell are protectionists, and do not wish that the opportunity to buy goods in Canada should be extended. Mr. Knox would like to see them satisfied.

Mr. Knox would like to see them satisfied.

Mr. Knox has just concluded some negotiations with the Canadian tariff on a considerable list of United States products has been reduced. This list includes dates, figs, prunes, raisins and currants, nuts, prints, maps, soap, perfumery, china and porcelain tableware, glass, watch actions and movements, leather, millinery supplies, and a long list of miscellaneous articles.

While Canada made concessions on all these are the federal government to which the government had arrived.

Mr. Hazen thereupon took the only correct course. He was proposing legislation to carry out the conclusion of the Laurier administration. He wished to exactly and beyond ail question or complaint the conditions that the federal government required. To make absolutely sure of this he quoted the exact words absolutely sure of this he quoted the exact words absolutely sure of this he quoted the exact words at the federal government required. To make absolutely sure of this he quoted the exact words absolutely sure of this he quoted the exact words at the federal government required. To make absolutely sure of this he quoted the exact words at the federal government make the conditions of which he imposed and re-affirmed, which the Premier adopted and re-affirmed, which the Premier adopted and re-affirmed which the Premier adopted and re-affirmed which the Premier adopted and re-affirmed which the Premier adopted

supplies, and a long list of miscellaneous articles.

While Canada made concessions on all these articles, the United States did not reduce the duty on a single one of the commodities which this country has to sell. Every concession made was made by Canada. Every concession made was made by the United States. All that the United States did was to abstain from imposing a penalty which was threatened if Canada refused to make the concessions.

The federal government had the power to make the conditions on which alone it would consent to operate the railway. If the provincial government wished to do business with the federal authorities it could only do so on the terms to which the federal government through Mr. Pugsley do so on the terms to which the federal government through a business with the federal government thad the power to make the conditions on which alone it would consent to operate the railway. If the provincial government wished to business with the federal authorities it could only do so on the terms to which the federal government wished to business with the federal government wished to business with the federal government thad the power to make the conditions on which alone it would consent to obtain the railway. If the provincial government wished to business with the federal authorities it could only do so on the terms to which the federal government wished to business with the federal government wished to business with the federal authorities it could only do so on the terms to which the federal government wished to business with the federal government wished to business with the federal government wished to business with the federal government who also the railway. If the provincial government wished to business with the federal authorities it could only do so on the terms to which the federal government wished to business with the federal government wis

A NOVA SCOTIA OPINION

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The Amherst News commends St. John's civic of aeed, or supersiding that the business men of Montreal deprecate any further deal wags-of-tal-y kind. They do not desire any more Washington and Albany conferences, followed by more surprenders. In their opinion the only safety for Canada is to referral from further regotlations. Mr. Fieldings record at Washington and Parlis is not such as to cause the canadian people to desire any further commercial diplomacy, with him as the bargainer. They would perhaps prefer to give him another \$125,000 to stay at home.

The CANADIAN PACIFIC IN NOVA SCOTIA.

There is great rejoicing in western Nova Scotia weet their proposet that the Canadian Pacific Railwy Company may acquire and operate the Dominion Atlante Rallway. Western Nova Scotia would have well comed the purchase of this system by the Intervelonial But it offers a like welcane to the Canadian Pacific For which great things are hoped. Dwellers in the Annal National Pacific Pacific Polymany and polymany acquire and operate the Dominion Atlante Rallway. Western Nova Scotia would have well comed the purchase of this system by the Intervelonial But it offers a like welcane to the Canadian Pacific Railwy Company may acquire and operate the polyman the best blood that ever nowner to the Canadian Pacific For which great things are hoped. Dwellers in the Annal National Pacific Railwy Company may acquire and operate the Dominion Atlante Rallway. Western Nova Scotia would have well comed the purchase of this system by the Intervelonial But it offers a like welcome to the Canadian Pacific For which great things are hoped. Dwellers in the Annal National Pacific Railwy Company may acquire and operate the Dominion Atlante Rallway. Western Nova Scotia would have well and the purchase of this system by the Intervelonial Railway that the create a large of the lower St. John Valley would be glad to get the advantages enjoyed by those on the line of the Canadian Pacific Railwy and the glad t

GEORGE H. PERLEY, ONTARIO WHIP.

George H. Perley, M. P. for Argentenil, who has been appointed "outside whip" of the Conservative party is one of the would be complaints of an agreement of the two to maintain rates. Nor is there much doubt that such agreement would be made.

The railway from Digby to Halifax would give the Canadian Pacific a convenient means of access to the Nova Scotia port. The connection could be made so that passengers from Montreal could be landed in Halifax earlier than by the Intercolonial. In summer, especially, the route is attractive, the trip across the Bay making a pleasing variety. No doubt the vigorous and aggressive management of the Canadian Pacific system. We would expect that this acquisition of the western Nova Scotia railway would bring that territory into closer commercial relations with St. John than it is now.

The Whitney ministry of Ontarlo continues to obtain reductions in the price of school books. As the control of the second railway to lower the sactions with some confidence that the advantages enjoyed by those on the line of the Canadian Pacific account of the western Nova Scotia railway would bring that territory into closer commercial relations with St. John than it is now.

The Whitney ministry of Ontarlo continues to obtain reductions in the price of school books. As the con-

The Whitney ministry of Ontario continues to obtain reductions in the price of school books. As the contract made by the previous Liberal governments fall in, new ones are made, which are always better than the old ones. Within the last twelve months contracts have been made whereby the price of a set of five public school readers has been brought down from \$1.15 to 49 cents. Four other books have been reduced from 25 cents to 24 1-2 cents for the lot, while eight high school books which formerly cost \$5.65 will now cost \$3.45. An arithmetic has been reduced from 25 cents to 5 cents, a grammar from 25 cents to 8 1-2 cents, acopy book from 7 cents to 2 cents, and a drawing book from 7 cents to 2 cents, and a drawing book from 6 cents to 2 cents, and a drawing book from 7 cents to 2 cents, and a drawing book from 7 cents to 2 cents, and a drawing book from 6 cents to 5 cents.

This is a matter in which New Brunswick has some interest. The old school books ring at Toronto supplied the books under the old system to the middlemen in this province, who added their own rake-off to that of the Ontario ring. The Hazen administration and management.

The statement is made with some confidence that L. E. Prowse, one of the members for Queens, P. E Island, will succeed Hon. Donald Ferguson in the Sentand Prowse, one of the members for Queens, P. E Island, will succeed Hon. Donald Ferguson in the Sentand Prowse, one of the members for Queens, P. E Island, will succeed Hon. Donald Ferguson in the Sentand Prowse, one of the members for Queens, P. E Island, will succeed Hon. Donald Ferguson in the Sentand Prowse, one of the members for Queens, P. E Island, will succeed Hon. Donald Ferguson in the Sentand Prowse, one of the members for Queens, P. E Island, will succeed Hon. Donald Ferguson in the Sentand Prowse of the precarious prospects of 2. because of the precarious prospects of the Drawald Prowse of the Drawald Prowse of the Drawald Prowse of the Charlottetown Guardian. It gill be a great many years before Mr. Prowse will



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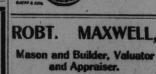


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