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SAINT JOHN, THURSDAY MORNING, JUNE 9, 1910

A good many years ago a member of the New Brunswick legislature whose agricultural knowledge was rather hazy, was addressing that body take advantage of Sir Wilfrid's presence to present the case all the more strongly, so that the Liberal leader will have to devote a large part of his time to the agricultural progress, and the separation of both from their special field of activity and enthusiasm could be regarded as a misfortune. But it is hard to change the habits and loyalties of a veteran. Dr. Robertson reappears as chairman of a commission which will deal with agricultural schools and other kinds of technical instruction. Mr. Campbell reverts easily and naturally to als favorite topic. It was the good roads engineer and agitator, and not the railway official who addressed the Canadian Club yesterday.

In a province like ours everybody ought to know that the roads are the most important of public works munity in the case of the New Brunswick legislature whose agricultural knowledge was rather hazy, was addressing that body under kase all the more strongly, so that the Liberal leader will have to devote a large part of his time to the discussion of this issue.

Manitoba was the first province to throw off the Laurier yoke, in provincial politics. It is now one of four whose ministries refuse to be tails to the Laurier kite. Prince Edward Island has only been saved to the rule of the machine by sinister deals and cowardly prorogations at critical times. The Alberts ministry is discredited and probably doomed. It is significant that the first minister has deemed it necessary to take a personal share in a provincial contest. He is evidently becoming apprehensive.

THEN AND NOW.

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A good many years ago a member of the New Brunswick legislature whose agricultural knowledge was rather hazy, was addressing that body under hazy was addressing that body under hazy, was addressing that body unde

and utilities. But Mr. Campbell shows that as a cou munity the people do not act as if they knew it. The statute labor is not well organized or consistently direct. Western Heritage." In 1910 he discussed the same statute labor is not well organized or consistently directed, and often it is not seriously performed. Yet this work is local to the last degree. The men are working on the very sections of road which they themselves use more than anyone else. If this labor produced a return they themselves would receive it. Yet it is protected by the solution of the Canadian Pacific over that link of the line. He made some journeys by trail of the line. He made some journeys by trail country. The propert that he made some journeys by trail of the line. verbial that the season of highway work is not a strenuous period in the average rural district. Men his lecture a little later of the possibilities of the west do not work as if they were working for themselves, though it is fair to say that in all districts of all cound have a project to be taken seriously. Before the strength of the say that in all districts of all cound have a project to be taken seriously. tries there are a considerable proportion of the people who do not work hard and steadily for themselves.

But these would not set the pace in road work so dian Pacific contract. In the lecture of this year, he gives some letterseller. much as they do if the people generally could see that steady and hard work would produce permanent results. If it could be made clear to country settlements that the model highway which Mr. Campbell described could be provided by the faithful and the state of the natural History Society and make an interesting record. described could be provided by the faithful performance and effective organization of their labor, or its equival-ent in money, they would seek and obtain this result—at

experiences. But we all know how far his descriptions apply to this province and city. We also know that the streets and roads of the city and country are used by most people every day, while railways are used by a the route through Massachusetts of the extension to

Another instance of Mr. Pugsley's peculiar methods was made known through the Public Accounts Committee of the Provincial Legislature. The accounts showed the minister's telegraph bills as follows:—1904, Western Union, \$95.27; C. P. R. Telegraph Company, \$448.13—\$543.40. 1905: Western Union, \$129.12; C. P. R. Telegraph Company, \$448.13—\$434.40. 1905: Western Union, \$129.12; C. P. R. Telegraph Company, \$455.55—\$205.65. Western Union, \$70.10; C. P. R. Telegraph Company, \$135.55—\$205.65. When these bills were being investigated—on March 19th, 1907—Mr. Pugsley was called upon for an explanation. He said that he had gone through the accounts himself, had separated the messages which were of a private nature, and had made a refund to the treasury.

"Sentimentality is the most broken rede on which righteousness can lean."

"I have no use for an ideal so lofty that it can be taken out only on Sunday to admire, and must be kept in explorer and an author are equally worth remembering. Butler's "Great Lone Land," was one of the earlier descriptions of a country which is now much less lonely than when he rode across its prairies, explored its mountain passes, and penetrated northern regions which are still not very well known. General Butler, when captain, did some notable fighting in the Ashanti war, serving afterward in Egypt and the Soudan.

Philadelphia, June 7.—The lacrosse team of the University of Toronto.

THE MANITOBA SITUATION.

Sir Wilfrid Laurier and his party will be in Mani toba during the most active period of the provincial election campaign. This may be a good thing for the Hudson Bay Railway, and also for the provincial intererious grievance against Sir Wilfrid on the latter core. It was agreed that Manitoba should be extended to Hudson Bay, but the Dominion government refuse to give the province control of the added crown lands. Ontario and Quebec are also extended, but all the lands taken in pass to provincial ownership and control. This would be an obvious discrimination against Manitoba but for the fact that the lands of Saskatchewan and Alberta are also withheld by the federal government. But Manitoba points out that these western provinces are allowed large extra subsidies in lieu of Crown Land revenues. Manitoba therefore asks that she should either have the land, like her neighbors to the east, or have extra subsidies in its place like her

A FORMER AGENT GENERAL

least the majority would insist upon it.

Most people have forgotten the book called "Ginx's Baby," which produced a great sensation some forty club, or the citizens of St. John, to sit as competent the sense of the Baby," which produced a great sensation some forty club, or the citizens of St. John, to sit as competent the sense of the Baby," which produced a great sensation some forty club, or the citizens of St. John, to sit as competent the sense of the Baby," which produced a great sensation some forty club, or the citizens of St. John, to sit as competent the sense of the Baby, "which produced a great sensation some forty club, or the citizens of St. John, to sit as competent the sense of the Baby," which produced a great sensation some forty club, or the citizens of St. John, to sit as competent the sense of the Baby, "which produced a great sensation some forty club, or the citizens of St. John, to sit as competent the sense of the Baby," which produced a great sensation some forty club, or the citizens of St. John, to sit as competent the sense of the Baby, "which produced a great sensation some forty club, or the citizens of St. John, to sit as competent the sense of the Baby," which produced a great sensation some forty club, or the citizens of St. John, to sit as competent the sense of Mr. Campbell did not allow the members of the club, or the citizens of St. John, to sit as competent judges and censors of the rural road-maker. He showed that the city folk were on the whole in a rather worse way than their country cousins. With their more complete organization, available resources, expert counsel, and all possible opportunity for a comprehensive and logical programme, they have carried on their street work as a series of experiments, with no classification of streets according to their traffic, little permanent paying, and no certainty as to the order and extent of future operations. We are working from year to year to keep up the streets, just as certain uninstructed country districts keep up their roads. Today the material for each street to be repaired, the time when it is to be taken up, and the conditions of the contract, are open questions as they were last year and ten years ago. Nothing can be regarded as settled policy.

Such addresses as that of Mr. Campbell help a city and a province out of these ruts. The deputy minister assisted Ontario to make a good beginning, and the descriptions he gives of the waste and loss through misdirected work is not drawn from New Brunswick's experiences. But we all know how far his descriptions apply to this prayers and city. We also know that

by most people every day, while railways are used by a relatively few people on some days. Railway traffic passenger and freight, is highway traffic before the train gets it, and after the train is done with it. Therefore such discourses as that of Mr. Campbell come home to the business and bosom of every one of us, whether to the business and bosom of every one of us, whether its fairly well understood throughout Canada that in New Brunswick Mr. Pugsley had a shining career, Indeed it may be asserted that he acted as if he owned New Brunswick, the legislature and the provincial treasury. For at least seven years Mr. Pugsley's salary account was continually overdrawn. At one time the sum of the overdraft was \$7,000. Not a cent of interest was pald on this money. These facts have been stated before, but they are sufficiently extraordinary to bear repeated mention.

Another instance of Mr. Pugsley's casaling and the stream of the commission for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route through Massachusetts of the extension for approval of the route from the Central Vermont to

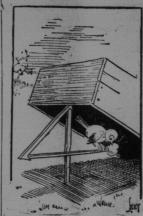
treasury.

In the public accounts of the province for 1907, page thirty, this item occurs under Agricultural Service:—
It is hardly likely that Sir Eldon Gorst, the British ruler of Egypt, will be recalled. This would look too related the team of the Swathmore College at the team of the Swathmore College at the team of the Swathmore this afternon by a score of 5 to 2, whining the American hamcall it conscience money. A good conscience, sound in wind and limb, does not require the spur of investigation before becoming active.

But whether this item refers to Mr. Pugsley or this kind.

Where the hot scent steams and quiv

GOOD STORIES



"Twas an ordinary soap box. Underneath it were three sticks, loosely but cunnhigh laid together. At the end of one of the sticks was a tempting Parker house roll.

The birdlet found the box and the bun. Twittering with glee it hopped upon one of the delicately adjusted sticks.

"Chick-adec-dee." the birdlet bun. "Chick-a-dee-dee," the birdlet bur

d. Good night. (The End.)

JOSH WISE SAYS: "Every dollar of John D.'s money was made honestly-by someone."

Husband, to Maid—Melanie, run juick and fetch a locksmith. I can't open my wife's false teeth—Pele



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The "EXCELSIOR" made in our workshops under the old time brand the acme of perfection. The bottom is so constructed as to drain off milk completely before the cream reaches the top. Has a patent deep (or cover) which, when submerged is entirely water-tight.

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Also churns, strainer pails, milk pans, butter ladles, etc., at right

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\$8.00

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\$6.50

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Tomatoes, Cucumbers, Pineapples, Strawberries

CHARLES A. CLARKE'S,

PROBATE COURT:

Given under my hand and the Seal of the said Probate Court, this Sixth day of June A. D., 1910. aed) J. R. ARMSTRONG, Ludge, Of Probate

New York, June 8.—The Canadian Pacific Railway Company has been de-feated in an action brought before the Board of United States General Ap-praisers, in which objection was made

praisers, in which objection was made to the assessment of duty on oats allieged by the railroad company to be win transit between this country and Canada and not for entry into the commerce of the United States.

It appears that the shipment of oats was entered at the Port of Lowelltown, Me., and duty was assessed at the appropriate rates specified under the tariff of 1909. According to the statement filed with the board the "consignment was not for consumption in the United States; it was billied to 'Forest, Me., and final destination to be Forest City, New Brunswick, to be hauled by team from Forest, Me., to Forest City, New Brunswick,"

The claim relied upon by the transportation company is that the merchandise was merely passing in transit through the United States, and

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It means five free admissions to the big DOMINION FAIR to be held in St. John in September.

Tickets good for five admissions to the greatest exhibition of the year in Canada will be given away by The Standard on the following conditions:—

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\$5 per year for city delivery. \$3 per year to out of town readers

Whoever sends in one new suscription in the city will be given one of these fre tickets.

Whoever sends in two subscriptions for The Standard to be sent out of town, will be given one of these free tickets.

Whoever sends in three subscriptions for The Standard to be sent out of town, will be given two of these free tickets.

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was not subject to duty. A report filed by the Collector of Customs at Bangor, Me., states that not being cognizant of the intentions of the consignee the goods were entered on straight consumption duty.

Judge Waite, in his decision for the board overruling the carrier's claim, says that there is nothing to show that the importer made any attempt to enter his goods for transportation only, and the collector's assessment of duty would, therefore, seem to have been correct. The protest is accordingly overruled.

"Pa, what's the woman question?"
"It generally is: 'What in the world could ever have made him fall in love with her?' "—Chicago Rerocd-Rerald

NO BETTER TIME For Entering Than Just Now

St. John's summers are so cool, surposition so elevated and our rooms so well ventilated, that we do not find it necessary to take a summer vacation, and we have good classes during the warmest weather.

Also, students can get more attention than in winter, when our rooms are crowded.

Bend for calalogue.



Also

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