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SAINT JOHN, MONDAY MORNING, JUNE 6, 1910.

FACING THE SITUATION.

Courage and confidence are displayed in the Mount Allison resolution to raise an aditional $200,000 for the endowment fund. A portion of this amount is required to increase the salaries of professors, which are the same as many years ago when ordinary salaries were much lower than now. Another part is designed for increases in the staff of the university. The problem of the schools at Sackville is like that of all other such institutions. Increased attendance calls for increased expenditures. All the schools find it necessary to meet current needs by offering additional courses of study and training. Modern invention and discovery calls for continual improvement in, and additions to, the laboratory equipment. Always in a growing school a building programme is under consideration.

The prospect of college consolidation in Eastern Canada is not good. Every year adds to the difficulty, as the fixed plant of each university becomes larger and more expensive. There remain some departments of education in which the three provinces may unite. Agriculture is one of these. Common action may be taken in the matter of medical and law schools. But it may be taken for granted that academic education will continue on the lines that have been established and continued until now. As The Standard pointed out a few days ago, the results have been on the whole satisfactory. The alumni of the universities are the equal in scholarships to those of the larger centres of learning. Most of them are able to testify more strongly from their own experience in favor of their alma mater as an intellectual influence than the graduates of the notable schools. In these circumstances the governing bodies of the eastern schools are accepting the situation and making the most of it.

FRUITS OF HONEST MANAGEMENT.

When Mr. Grimmer stated in April that the Crown Land lumber cut of this year would not be less than 265,000,000 feet, he was too modest. The returns now on hand bring the quantity up to 280,000,000 feet. The territorial revenue will, therefore, exceed the April estimate by some $17,000, bringing it up to the handsome sum of $480,000. Last year the territorial revenue was $395,000, and in the year 1908 $343,000. In the last full year of the late administration the revenue of this department was $321,000.

The remarkable feature of the case is the fact that while the revenue of the surveyor general's department has increased by $160,000 or fifty per cent., it is well understood that the lumber cut on Crown Lands has not increased. There is no increased export of wood to correspond with the gain in Crown Land revenue. No trade returns and no increased milling activities can be found to show that more timber was cut last year than in the previous seasons. On the contrary it is a matter of common knowledge that the lumber operations were reduced.

The plain fact is that the increased stumpage revenue, and much more than this increase, has been added to the income of the province by honest and fair collection. The other plain fact is that for many years before the change of government the revenue was robbed, or rather surrendered, to the extent of $100,000 to $150,000 a year. The provincial revenue must have suffered to the extent of at least $2,000,000.

Territorial revenue includes other items besides stumpage. These have not all shown so large a gain in three years. Stumpage revenue alone in 1907 was $180,000. This year it will be $332,000, a gain in stumpage alone of $152,000 or eighty-five per cent.

Here is the official statement of the Crown Land lumber cut for the past five seasons. To any person in the least acquainted with the lumber business the statement itself is proof that the cut reported by the late government was only a fraction of the actual quantity taken from the government forests:—

Year.	Feet.
1905-6	107,000,000
1906-7	149,000,000
1907-8	151,000,000
1908-9	205,000,000
1909-10	280,000,000

The lumbermen did not get the full benefit of these immunities. They were compelled to pay handsomely for their exemptions. Some of them are glad of the change. They know now that they get fair play, and that they are all treated alike. The political collector no longer follows or precedes the scaler, and lumbermen once more venture to own their own souls. That is worth something.

MR. ASQUITH AND THE KING.

The truce following the late King's death is supposed to be still prevailing. There are no heated public discussions, and ministers no longer make statements suggesting guarantees from the Crown. King George is still supposed to be fairly free from discussion of constitutional questions with his advisors.

But parliament must again take up its work, and the measure limiting the power of the Lords will be due. The premier has stated that in case the Lords shall reject this measure he will offer the King some advice. It was suggested that this advice would take the form of a recommendation of five hundred Liberals for the peerage. This advice may be given to King George. There are many speculations as to what action the King will take should this advice be given.

We know what would happen if the advice should be given and be rejected. Mr. Asquith must resign. Mr. Balfour could form a government and appeal to the country. The people would do the rest.

But it is altogether unlikely that the advice would be rejected. If Mr. Asquith and his colleagues proposed to appoint five hundred peers the King would leave the responsibility with them. His Majesty would probably judge that the government would not like the job of making these appointments, and of destroying forever a great historic chamber. Mr. Asquith would not go to the King with this request if he thought his advice would be followed. If he had permission to make the appointments he would not make them. He is not a radical, and he has the Englishman's respect for time-honored institutions. If the King is as wise a public man as his friends suppose, Mr. Asquith will be given to understand that he may appoint all the Lords that he needs to carry out his programme.

THE KING AND SPORT.

"We notice," says the Toronto World, "that the London Times justifies the decision of the King in deciding to race horses after the manner of his father. What the Times says is this, and it exactly expresses the views of the World:—

" 'We are not blind to the dangers of the turf, but we are convinced that the participation of the King will tend to maintain the purity of the sport, and to diminish its drawbacks.'

"This is not a justification," comments the World, "of anything that may be wrong on the turf, but it is an effort to regulate a popular sport by the best men participating in it and maintaining it as a sport and as a spectacle. The professional bookmaker and the professional bettor can never be justified and are unnecessary members of society. The public, however, must have some recreation, and that recreation ought to be regulated by the best men. Participation in racing as a spectacle seems to be a pronounced characteristic of the English-speaking race, whether in Europe, America or any other portion of the globe."

WHAT THE INTERCOLONIAL MISSED.

It is generally considered that the purchasers of the Dominion Atlantic Railway made an excellent investment. The price paid is much less than the original cost of the railway, and probably less than half the cost of a new road of the same character. By acquiring control of this railway system, including the Midland, the Canadian Pacific obtains control of transportation in the Annapolis Valley. The purchase carries with it the steamship lines between Yarmouth and Boston, and between Digby and St. John. The transaction brings all western Nova Scotia within the Canadian Pacific sphere of influence. Eastwardly the system reaches Halifax and Truro. A few miles of extension will give the company a terminus on the Northumberland Straits, with access to Prince Edward Island as convenient as that of the Intercolonial.

It is not surprising that Mr. Emmerson should reproach the federal government for allowing this opportunity to escape. The Department of Railways has taken power to acquire branch or connecting lines. This purchase would have given the government railway full control in Nova Scotia, with the Boston-Yarmouth connection, and a fine chance to work up tourist traffic. It would have given the government a road which usually shows a surplus of thirty-five per cent. of the gross income, whereas even this year the Intercolonial surplus is only seven per cent. But the Department of Railways has stood by and seen another railway interest acquire this fine property at about one-half the replacement cost. Mr. Emmerson is perhaps right in supposing that if he had retained the Department of Railways he would not have allowed this to happen. The case will not be improved if the government buys at a relatively higher price a number of other branches and connections which do not pay their running expenses.

SERIOUS AND URGENT.

Six months is not long in the history of a port. In six months the winter steamship service will begin. Is it too soon to ascertain whether the largest and newest Canadian Pacific and Allan Line boats will come to St. John next winter?

The Standard has already stated that the question is open, and that there is a plan to have the Empress and turbine boats use only one port on this side of the ocean next season.

That port is not St. John.

We are of the opinion that this is a matter worthy of attention at a time when something may be done about it. In November it may be too late.

The double port system will undoubtedly be brought to an end. That calls for a decision whether the port shall be St. John or Halifax, or whether some ships will go to one port and some to the other. St. John has a large interest in this decision. The matter is more important, and much more urgent than the borings in Courtenay Bay.

There are two or more ways of working out the single port system. One is to call for tenders and allow the contractors to choose. Another is to divide the service, sending some of the large mail and passenger ships to St. John and some to Halifax.

The worst and most unfair way would be to compel all the larger and better boats to go to Halifax, and allow them to leave out St. John. The offence would be aggravated if in order to find traffic for the boats that do not come to the port where the traffic is found, special concessions are made in running rights or traffic rates from St. John to Halifax. The people would then be paying for the diversion of trade from its natural Canadian port.

INGENIOUS BUT BASELESS THEORIES.

"Political offenders who 'cut corners' have great faith in quibbles," remarks the Toronto News. "Canadian politics has afforded not a few examples. One case in particular may be cited, that of Mr. Pugsley and the Central Railway of New Brunswick. A commission discovered, after careful search, that $134,000 which had passed through the hands of this man had disappeared utterly. He could not explain where it had gone. Several ingenious theories which he propounded were found to be baseless. It was proved that he had acted in a dual capacity, that of Minister of the Crown and chief director of a company dependent for supplies upon the Crown. It was proved that he had made false statements to the legislature to influence money votes.

"Yet, when the case came up for discussion in the House of Commons, attempts were made to choke off the debate on the ground that the alleged offenses had taken place in New Brunswick, and, therefore, that the case was not within the competency of the Federal House. Fortunately, this appeal to the technicality failed. Mr. Pugsley made a speech which was a tissue of falsehood. He denied and denied—even in the face of corroborative testimony against him. His speech was riddled to rags by Mr. Crocket, who followed him, and yet Mr. Pugsley still sits in the Cabinet, and tries to imagine that he was vindicated by ab rass-bound party majority of twenty-seven."

The Transcript has relented. Two days late it gave a detailed account of the presentation to ex-Premier Robinson. It is believed that the name of Mr. Robinson will not be banished entirely from Mr. Hawke's columns.

CANADA'S GREETING

Here is a sister's earnest heart and hand
In happy natal greeting unto thee;
Not as to feeble babe in swaddling band,
But to a Union gracious, strong and free,
Sprung full-grown from the wondering southern sea;
A new Minerva, blest with ample dower
Of wisdom and self-governance, to share
The burden and the pride of British power,
A world-spread Empire's glory and its care;
Here's heart and hand to thee today, O sister fair!

As in this wide True North, by Heaven's grace,
Our eyes have greeted Unity's fair dawn,
And rancors old to love have given place,
And ancient feuds of race and tongue are gone,
And in the pact of Nationhood we're one,
So may it be with thee; o'er thy domain
Of far-flung veldt, and mountain, stream and rand,
May Boer and Briton, bound in flowery chain
Of mutual faith, as brothers, hand in hand,
Raise freedom's flag to kiss the sky o'er freedom's land!

A glorious Answer are thou, Union new,
To serpent tongues that hissed of Britain's shame
As ruthless spoiler of the weak and few;
Through years of silent stress she bore the blame,
Then calmly rose to publish and proclaim
Her widest charter of self-government
To each defeated State, and now we hail
In thee, Dominion, grateful and content,
That which strikes dumb the carpers who would rail—
The living pledge that Britain's justice doth not fail!

—J. W. BENGOUGH.

GOOD STORIES

At one of the comet parties, which are now all the rage on New York hotel roofs, an elderly society woman was puzzled by the haunting melody that the orchestra happened to be distilling in the moonlight. As no member of the group surrounding her table could identify the song she asked one of the waiters to be good enough to find out for her. After a visit to the chief d'orchestre he returned, and in a loud, bass voice exclaimed, "What am I going to do to make you love me?" This story recalls an incident which, if not true, was certainly well-invented. Queen Victoria was struck by the poignant passages of a slow-moving melody that the fine band of the Grenadier Guards was paying outside her palace. It seemed to breathe resignation in every note. A footman was dispatched to inquire the name of the piece of music. He returned with the stolid announcement, "Come where the booze is cheaper," madam.

THEN IT HAPPENED

Claude had dined sumptuously. The steak had been juicy, the ice cream toothsome and the coffee prime.

No use talking, Bowery Bill's quick lunch had something of the Waldorf-Astoria—and so reasonable, too.

Claude dug into his kick for the 15 cents that was coming to the house.

Horrors! He had not his purse with him. He had left it at home on the escritoire.

At least, that's what he started to tell Bullneck McGinnis, the hefty waiter.

(The End.)

JOSH WISE SAYS.

"Flour by any other name would cost as much."

An Englishman who wished to attend the King Edward memorial service at Trinity, tried to obtain a pass through a friend. It was impossible to get one, and his friend told him to apply to the British Consul. His answer was:

"'Ow will 'e know I am an Englishman?"

I hear Jones, the sea captain, is in hard luck. He married a girl and she ran away from him.

Yes, he took her for a mate, but she was a skipper.

Magistrate—You are found guilty of knocking down the plaintiff and robbing him of everything except a gold watch. What have you to say?

Prisoner—Had he a gold watch?

Magistrate—Certainly.

Prisoner—Then I put in a plea of insanity.

Ignorance of the law, said the judge is no excuse for crime.

May I inquire of your honor, asked the prosecuting attorney, whether your honor's remark is directed at the defendant or his counsel?

So he has lost faith in deep breathing.

Yes, it wouldn't keep his hair from falling out.

Her Father—Blanche, why doesn't Mr. Linger go home earlier?

Blanche—I'm why, dad.

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SHEDIAC.

Shediac, June 4.—Shediac friends were sorry to learn of the death of Mrs. James Kennedy, which occurred at her home on the Dorchester Road on Sunday. Deceased had been in poor health since suffering a paralatic stroke about a year ago. A few days ago she suffered a second stroke from which she never rallied. Mrs. Kennedy was formerly a Miss McEncrame, and is survived by her husband, James Kennedy, of Lincoln, N. H., one daughter, Gertrude at home, and two sons, Fred of Eureka, Cal.; and William, of Moncton. She is also survived by her mother, her sister, Mrs. Philip Smith, of Halifax, and two brothers, Charles and James A. McEncrame of this place. The deceased leaves many friends to mourn their loss and much sympathy is expressed for the bereaved family. The funeral was held on Tuesday after noon, and in spite of the inclement weather, was largely attended. Interment was made in the cemetery of St. Joseph's Roman Catholic church here.

Mr. James McKenzie, catechist in charge of the Presbyterian church, left on Monday to spend his vacation at his home on Prince Edward Island. His father, Rev. Mr. McKenzie, of Murray River, will supply the pulpit of Knox church during his absence.

Rev Gilbert Earle will deliver his lecture on the West Indies, and illustrate the same with lantern slides on Friday evening in the Assembly Hall of the High school.

Mrs. Gilbert Earle left town on Tuesday for St. John, where she will represent the Shediac Auxiliary at the Branch meeting of the Women's Missionary Society of the Methodist church to be held during the present week.

Miss Laura Smith, who has been spending a month in town, left on Monday to visit Dorchester friends before she returns to her home in Halifax.

Mrs. G. L. Kinnear and Miss Lena Bray visited Moncton recently.

Mr. Fred Robidaux, jr., of Richibucto, was in town last week, the guest of his parents, Mr. and Mrs. Fred Robidaux, sr.

The cottage being built on Pleasant street for Mr. and Mrs. Frank Smith of Moncton, is well under course of construction. The brick work on the McDonald block on Main street is also under way. Mr. J. B. LeBlanc starts work on his double tenement this week.

Mrs. Stiles and children, of Pownall, P. E. I., spent Sunday in town, the guests of Mrs. Gilbert Earle, at the Methodist parsonage. Mrs. Stiles was on her way to St. John to attend the meeting of the Women's Missionary Society of the Methodist church this week.

Mrs. O. M. Melanson and Miss Melanson visited St. John last week.

Mr. Antoine Cormier has arrived home from Baltimore, Md., and is receiving congratulations upon having passed successful examinations as a graduate in dentistry at the Dental College in that city.

Miss Minnie Tait has returned from studies at Mount Allison, and is receiving congratulations upon having been a prize winner in essay work for the year.

Miss Hazel Tait, teacher of elocution at Mount Allison, is expected home today to spend the vacation with her parents, Mr. and Mrs. R. C. Tait.

Miss Jennie Webster went from here to attend the closing exercises at Mount Allison. Miss Webster was the guest of Mrs. Fred Ryan while in