

The Standard



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SAINT JOHN, TUESDAY MORNING, AUGUST 23, 1910

THE SHIFTING OF POLITICAL POWER.

Taking the figures of the estimated population of the different provinces at the present time, which have just been issued from the Bureau of Census and Statistics at Ottawa, the Manitoba Free Press makes an interesting calculation of the changes in parliamentary representation which will follow the decennial census next year. According to the Free Press, Ontario and the Maritime Provinces will each lose four members, and Manitoba, Saskatchewan and Alberta will gain nine collectively.

"Under the system," says the Free Press, "which has been in operation for several years now, of providing in addition to the regular decennial census, as careful an annual estimate as it is possible to obtain, an opportunity is afforded the public of judging now, with a reasonable degree of accuracy, the probable results of the actual numbering of the people next year.

"As every Canadian schoolboy is, or should be aware, the British North America Act provides that, after each decennial census the population of Quebec is divided by sixty-five in order to ascertain the unit of representation. The number of members from Quebec in the Dominion House is fixed at sixty-five and, at each redistribution of the Dominion constituencies, each of the other provinces is allotted its representation proportionately on the basis of population to that fixed representation of Quebec.

"The estimate of the Bureau of Census and Statistics makes the population of Quebec 2,154,000. This means that the unit of representation in the next redistribution of Dominion constituencies will be slightly more than 33,000. It must be said that this figure seems rather high in comparison with the unit as determined after the last two Dominion censuses respectively. After the census of 1891 the unit was something over 23,000, and after the census of 1901 it was slightly over 25,000. Taking the 33,000 estimate, however, it is to be noted that it indicates that, on present showings, Ontario will stand to lose four members in the next Dominion House and the Maritime Provinces will lose four, while Manitoba, Saskatchewan and Alberta will gain nine, all told.

"This will mean a marked increase in the strength of Western Canada in the Dominion Parliament, not alone from the actual increase in Western members but from the decrease in the number of the Eastern members. It will be remembered that, in view of the inevitable reduction of the representation of the Maritime Provinces after the next census, the members of those provinces, without distinction of politics, waited upon the Dominion government at the last session of parliament and lodged a strenuous protest against any diminution in the Maritime representation; but it is quite plain that nothing can be done in the matter. The provisions of the British North America Act, which is the charter of this Dominion, operate automatically, and any change in those provisions, such as would be necessary in order to meet the Maritime demands that Maritime representation shall not be lessened, is quite out of the question.

"There can only be one unit of representation throughout the whole Dominion, otherwise the vote of the Canadian citizen, resident in one part of Canada, would weigh more than the vote of another Canadian citizen resident in some other part of the Dominion. Such a state of affairs is unthinkable."

MR. WILLISON AND THE TORONTO GLOBE.

The present editor-in-chief of the Toronto News, Mr. J. S. Willison, as is generally known, was at one time on the staff of the Toronto Globe. In those days, when liberalism was on a much higher plane, Mr. Willison, who adhered to Liberal principles, was the author of a work entitled "Sir Wilfrid Laurier and the Liberal Party." The Globe has never forgiven Mr. Willison for the independent course he took in declining to follow Sir Wilfrid and his government in their latter day methods, and the editor of the News has recently been the subject of a somewhat violent attack from the Toronto Liberal organ in which his present uncompromising opposition to Sir Wilfrid and all his works was contrasted with his authorship of the book referred to. Mr. Willison promptly joined issue with the Globe and challenged his opponent to point out in his book any statement to show that he had changed his policy on public questions. The Globe, as usual, hedged and Mr. Willison has not been slow to press his point home.

Writing in Saturday's issue of the News, he says:—"The Globe takes defeat very badly. In reply to a violent attack on the writer of 'Sir Wilfrid Laurier and the Liberal Party,' the News challenged the Globe to 'quote a single sentence from the book that could be fairly construed as in conflict with the course of the News on public questions. After three or four days of careful investigation the Globe confesses defeat, and answers with a yet more violent attack on the devoted biographer."

"The confession, however, has this significance. If it is impossible to show that the editor of the News has changed his policy on public questions since he left the Globe office, then, since the News and the Globe are now pretty squarely opposed to each other, the Globe must have shifted its ground on all the ques-

"tions which constituted its policy, when the Laurier book was written.
"No doubt for the Globe this is an unhappy position. But, instead of venting its rage upon its contemporaries, it should denounce the government at Ottawa which holds it in this degrading servitude. As a matter of fact, everyone knows that the Liberal politicians in office have abandoned almost every ground they took when in opposition, and it is ridiculous and senseless for the Globe to set up any other contention."

CHEAPNESS AND MORALITY.

When the British House of Commons was discussing the civil list of the new monarch it was subjected to the usual acrimonious criticism on the ground of the expense of maintaining monarchical institutions. Mr. Balfour defended the proper upkeep of the monarchy. His argument was its usefulness and the fact that if it was to be continued at all it should be done with dignity and without consideration of the cost necessary to its dignity. He said: "If they refused to do it decently, properly, and with dignity, he thought they ought to alter their whole system and look around for some arrangement which would have the one merit of being cheaper—and therefore he supposed more moral"—than the one they have.

Mr. Balfour is the only man, remarks the Winnipeg Telegram, who could have used that interjection and the British House the only assembly where its import would be caught and appreciated. The Cecilian irony will not down. Mr. Balfour's is far more delicate than his uncle's, but it has a keen edge for the discomfort of his opponents.

The scene is easily reproduced. It is not difficult to imagine a noisy debate upon the expense of the trappings of monarchy with objectors appealing to patriotism and morality as reasons for an undignified parsimony, and then the whole argument laid bare and held up to ridicule by the suggestion of an arrangement "with the one merit of being cheaper and, therefore, he supposed, more moral."

The relation between cheapness and morality might be the subject of endless books, so suggestive is the mention of it. But to sum up a debate and put an end to it in six words—for which nobody could possibly find an answer—is exquisitely characteristic of Mr. Balfour and the great secret of his tremendous power as a debater.

THE HUDSON BAY ROUTE.

The report, which officers of the government ice-breaker Stanley have brought regarding conditions at Hudson Bay, goes to show that the government has been proceeding with plans for the construction of a railway line to Nelson River with a very meagre knowledge of the actual conditions. Despite assurances that all the information necessary for the commercial navigation of Hudson Bay, as a short cut Atlantic route, had been secured, it now looks at the first glance as if the whole scheme was impracticable.

The Stanley arrived in the bay on July 27, after having forced her way through four miles of ice, the pack extending out into the bay as far as the eye could reach. On the way out again through the pack the powerful ice-breaker had her work cut out for her, at times being blocked by the thickness of the field through which she had to force her way. As for the proposed railway terminus at Nelson river, it is reported to be an impossibility, shoal water extending for sixteen miles from shore. The Stanley's officers say that weather conditions were never above freezing point, and were at times at zero, while the highlands were covered with snow. Winter sets in again in September.

This is a very different sort of report to those upon which the government seems to be basing its decision to proceed with the construction of the Hudson Bay railway. It may be that conditions this season are particularly bad in the bay, and that this does not represent the normal state of affairs, but even so, the report, if correct, is serious enough to call for a halt in the government programme until such time as more definite and convincing evidence than any yet received is forthcoming.

CURRENT COMMENT

(St. Croix Courier.)

For the first time in the history of the province the receipts of the Crown Land Department will this year reach the half million mark. This is a gratifying record and one which will receive the heartiest commendation of the taxpayers. It is a long step toward the point at which ordinary expenditure will be fully met by ordinary revenue and a near approach to the time when, under fair conditions, some of the vexatious imposts of the former government may be abolished. In the first twelve days of August, the receipts at the Crown Land office amounted to \$321,646, and this large sum was paid in cash without notes or drafts of any kind. The mileage receipts amounted to \$71,021 and stampage receipts to \$250,634. The total receipts for stampage last year were \$246,054. With the stampage yet to be collected, the royalties from mining operations and the game receipts to come before the close of the year, the total revenue will easily reach the half million dollar mark.

(Halifax Acadian Recorder.)

The mere crying aloud for industries will not bring them, though the cry be never so pathetic or never so insistent. Let the noise cease and intelligent articulation take the place thereof. A half hour of common sense talk is worth a century of inarticulate howling. It would be little less than a godsend to Halifax if her people would learn the lesson that the people of some other Canadian cities have learned, namely to always have their city's interests in mind, everywhere and at all times, regardless of party, whether in private life, in our civic halls, in local government circles or in the House of Commons. Possibly the Boosters will be able to put Halifaxians in this St. John-like habit of mind.

(Quebec Herald.)

It sounds most amusing to hear Liberal papers complain about Provincial Governments not having kept their promises, seeing that the worst of them cannot be compared to the Dominion Government for abandonment of almost every promise made in opposition. Surely they must think the public are easily fooled.

(Buffalo News.)

Abruzzi telegraphed Miss Etkins:—"I should be glad when I could see you." No wonder she hesitates, a managing editor would hit a reporter forever for that sentence.

(Charlottetown Guardian.)

Seven of the members of the Saskatchewan Legislature were born in England. This does not look as if Englishmen were unpopular in Canada.

(Toronto World.)

Foreigners have invested \$962,418,502 in Canada, and when Canadians have any money to invest they take it to foreign countries, notably Wall Street.

(Montreal Star.)

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WILD FLOWERS

"How feel you, earthly children, all, When human children on you fall, Gather you in eager haste, Forge your beauty in their waste? Do you know When the spoilers near you come For blind and dead we think you are, Hearing, seeing, near nor far, Is it so? Is it only ye are dumb? If it be so, Comfort you can take from this, For the breaking of your rest, In the tearing in your breast; That the children's wonder-springs Bubble high at sight of you, Lovely, lovely, common things, Lowly servants to the higher, Burning upwards in the fire Of nature's endless sacrifice, Thus in nature's life ye rise Leave the earth and self behind And pass into the human mind."

JOSH WISE SAYS:

"Since a sailor is called a sea-dog, why is a man who sails the air not a sky-terror?"

Joy Riding and the Like.

She—Joy cometh in the morning. He—Not if you're been making a night of it.

The Fickleness of Woman.

She—Your face seems quite familiar. He—Shouldn't wonder, We were engaged last summer.

An Offer With A Sting in It.

Fuddy—I was talking with Richleigh last week about my farm, and he offered me \$10,000 an acre for it. Duddy—Good heavens! Why didn't you jump at it? Fuddy—Well, you see, Richleigh was horribly seasick at the time, and he made the condition that I deliver the farm to him on the spot.

As The Schoolboy Saw It.

A turtle is an animal that has tiles on its back and puts its head into his mouth.—Rire.

A Painful Misunderstanding.

Applicant for Situation—I've come about that job you advertised. Employer—Well, can you do the work? Applicant (in great alarm)—Work! I thought it was a foreman you wanted.—Punch.

Fortunate.

So the book has been withdrawn from publication? A good job, too; it was perfectly scandalous. When was it first made? Just a week after you had read it. Ah! I was in luck then.—Plegende Blatter.

Vacation Horticulture.

The tiger lily in his den An angry noise did make The dandy lion roared aloud Until the earth did quake, The daisy, scared and trembling, Ne'er daring to look up Faltered, then she stumbled And split the butter-cup. The violets also shook with fear And each one bowed her head. The thought, though was so awesome They near fell out of bed For there the climbing columbine, A very naughty lad! Watched from his point of vantage. The modest lily pad. W. W. R.

C. P. R. OBJECTS TO PROPOSED C. N. R. ROAD

Railway Commission Will Hear Contention of Canadian Pacific With Reference to Parallel Routes in B. C.

Vancouver, B. C., Aug. 22.—A dispute has arisen between the Canadian Pacific and the Canadian Northern railways respecting the latter's proposed route at certain points along the Fraser and Thompson rivers on the plea that it will involve danger to the former's line. The Canadian Pacific railroad claims that there is not sufficient room for the two parallel lines on the banks of these rivers, and that in removing the rock that falls upon its own line at certain seasons it will be compelled to dump it upon the others tracks, which lie below the grade of the older line.

The protest of the Canadian Pacific railroad will be heard at the September sitting of the railway commission, at which both railways will be represented by counsel. George A. Mountain, chief advisory engineer of the commission, is now in the west to examine the disputed right of way and has arranged for a conference between representatives of the two companies.

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LATE SHIPPING.

Canadian Ports. Parrsboro, N. S., Aug. 22.—Spanish Stmr. Ramon D. E. Larrinaga, Luzaria, New York to load deals for B. L. Tucker, Schr. Dora, Canning, St. John, merchandise. Cleared.—Tern Schr. Lucille, Randall, Yarmouth, 300 tons coal; Schr. Dora, Canning, St. John. Halifax, N. S., Aug. 22.—Artd. Schr Yolanda (Br.), Boston. Halifax, N. S., Aug. 22.—Artd. Stmr. Ulunda (Br.), Liverpool via St. John N. F.; Stmr. Florisel (Br.), St. Johns, N. F.

Foreign Ports. Boston, Aug. 22.—Artd. Schr. Mayflower (Br.), Stonehaven, N. B.; Cora May (Br.), St. John, N. B. Vineyard Haven, Mass., Aug. 22.—Artd. and sld. Schrs. Aldine (Br.), St. John, N. B. for New York; Abbie C. Stubbs, St. John, N. B. for New York; Leonard C. (Br.), Dorchester, N. B. for Fall River. Arrived.—Schr. St. Anthony (Br.), Port A. Pique, N. S., for City Island.

Trans-Atlantic Vessels. Naples, Aug. 20.—Artd. Stmr. Oceania, New York; 21st.—Hamburg, New York. Liverpool, Aug. 21.—Artd. Stmr. Canada, Montreal; 22nd.—Celtic, New York. Hamburg, Aug. 21.—Artd. Stmr. President Lincoln, New York. Antwerp, Aug. 22.—Artd. Stmr. Lapland, New York. Glasgow, Aug. 22.—Artd. Stmr. Pretorian, Montreal. Glasgow, Aug. 20.—Sld. Stmr. Saturnia, Montreal. London, Aug. 22.—Artd. Stmr. Minneapolis, New York. Copenhagen, Aug. 21.—Artd. Stmr. C. F. Tigen, New York. Hamburg, Aug. 21.—Sailed Stmr. Patricia, New York. Rotterdam, Aug. 20.—Artd. Stmr. Othello, Wabana.

Sailed—Stmr. Andyk, Boston. London, Aug. 21.—Sailed. Stmr. Kanawha, Halifax and St. John, N. B. Cape Race, Aug. 22.—Stmr. Ivernia, Liverpool for Boston, in wireless communication with the Marconi station here, when 150 miles east at 8 a. m.

WEDDINGS.

McEachren - Mercier. A quiet wedding took place on Saturday, the 20th instant, at the residence of John McEachren, when his son Angus was united in marriage to Miss Etta Hattie Mercier, the Rev. H. D. Marr officiating. After the ceremony, luncheon was served. Mr. and Mrs. McEachren left on the Quebec express for a trip to Montreal and Winnipeg followed by the good wishes of many friends. Until recently Mr. and Mrs. McEachren were officers of the Salvation Army.

Happy Children Away. Two "fresh air" children left yesterday afternoon for a week in the country, where they will be the guests of Mrs. Duncan McDonald of Welsford. Another little girl went to Annapolis on Saturday to spend a week at the home of Mrs. McNaughton.

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