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SAINT JOHN, MONDAY MORNING, JULY 4, 1910.

An interesting contribution to the discussion as to the disposal of the 40 acre lot on the West Side is made by Mr. J. S. Armstrong, C. E., in the columns of The Standard this morning. In the course of his article, Mr. Armstrong draws attention to the plans already prepared for the extension of wharves below Sand Point, and points to the fact that provision is not being made for steamers more than 700 feet in length.

Whether his alternative scheme for docks lying longitudinal to the harbor is better than the plan devised by Mr. E. T. P. Shewen of the Department of Public Works is a matter for expert opinion, but there can be no question that the rapid increase in the plength of trans-Atlantic steamers will call for a replength of trans-Atlantic steamers will be a great day for the replength of trans-Atlantic steamers will be a second or trans-Atlantic steam

vision of the present proposals.

Messrs. Harland & Wolff, of Belfast, have now under construction two White Star liners, the Olympic and Titanic, and another large vessel for the Hamburg-American Line, which will be 850 feet in length.

If the editor of this column were to fasten three ourg-American Line, which will be \$50 feet in length, eighty-four feet longer than the giant Cunarders, with 48,000 indicated horse-power, and will develop a speed for twenty-one knots. The tonnage boom is not going to stop short with steamers plying between Europe and the United States. Provision will have to be made in all future plans of development at this port—the winter. all future plans of development at this port—the winter port of Canada—for vessels of greater length that are

Before any definite steps in wharf building are

THE ECONOMICAL INTERPRETATION.

That the administration in power at Ottawa has That the administration in power at Ottawa has been growing more corrupt from year to year is a fact readily admitted by men of open mind. But its manifered by the control of the control

time it may be efficient, if its actions are in accord with one or more of the principles of progress governing the movement of industry. And it must be admitted that the Laurier government has by the very policies most, characterized by corrupt practises lent itself to the promotion of one important principle of industrial progress—the development of intensified production through the extension of the system of co-operation with and on the part of capitalists. In spite of its promises to bring about a middleclass millenium of competition and individualism, the Liberal party has been at greater pains than the Republican party in the United States to lend itself to the service of capital organized in great impersonal corporations, and to encourage the extension of the principle of monopoly in industry and commerce. In so doing, in assisting the one-sided application of the principle of co-operation, it has no doubt contributed somewhat to the progress, in material efficiency, of the economic organization of the country, because, whether we like it or not, in an age where the tendency to intensified and large-scale production is our production of the country, so the economic organization of the country, because, whether we like it or not, in an age where

because, whether we like it or not, in an age where the tendency to intensified and large-scale production is so irresistable, any strengthening of the position of capital entrenched in the big corporations spells increased efficiency. Moreover it spells progress until such time as the stage of perfect monoply is reached. Undoubtedly our industrial organization and transportation agencies have greatly increased in efficiency in the last decade or so. But unfortunately economic progress is not always synonomous with increased prosperity on the part of the plain people. Great as has been the increase in our productive powers, the average perity on the part of the plain people. Great as has been the increase in our productive powers, the average wage earner, though his nominal wages have increased, that his standard of living is little, if any, higher than it was twenty years ago, while he has lost a large world who harks to the goddess. han it was twenty years ago, while he has lost a large neasure of economic independence that he formerly en-

THE BUSINESS OF PRIZE FIGHTING.

"The coming interracial contest for pugliistic supermacy," as one writer puts it, or in plainer terms, the prize fight between Mr. James J. Jeffries and Mr. John A. Johnson, at Reno, Nevada, this afternoon, has been for some weeks an absorbing theme of conversation and speculation. The primative lighting instinct is strong in the average man. Outwardly he may affect a proper attitude of indifference, disapproval, or even disgust; but inwardly he has a consuming interest in the outcome. Happliy the hypocritical suggestion that such exhibitions are in the interest of the "noble art of self defence" is rarely heard today. The fight is a fight for money and has not tendency to develop manly virtues or physical health. It is a business venture, a financial and commercial enterprise with great possibilities for the principals and their immediate following.

The money staked in the prize fight is \$10,000. Othis sum the victor will get 75 per cent. and the vanquished 25, while two-thirds of the receipts of the sale of the moving pictures privilege will be divided equally between them. So that the man who is whipped will be two decreases show the enterprising spirit that pervades the modern world and the faith of financial adventures in the continued public interest in a generally condemned form of "sport." It has been offered \$150,000 for the Canadian rights, \$100,000 for the English rights, and \$50,000 for the Australian. The estimated value of the American rights is \$250,000, while \$100,000 is expected as with a devouring passion by the greed for saddorn as payment for the privilege to exhibit the moving pictures in various countries of Europe and South Africa. The total, largely estimated, of course, is \$350,000. The proceeds from the sale of tickets will be erormous. Large sums of money will be lost and worn betting. Reno merchals categors, and sneeulators in the course, and sneeulators in the course, and sneeulators in the course, and sneeulators in the course of the course, and sn

The total, largely estimated, of course, is \$650,000.

The proceeds from the sale of tickets will be enormous. Large sums of money will be lost and won in betting: Reno merchants, caterers, and speculators in various fields will make big profits. Transportation companies will carry thousands to and from the scene of the battle.

As a business venture this prize fight will surpass all others. Morally it cannot be successfully defended. It has weathered a storm of opposition, but signs have not been wanting that such exhibitions will eventually be prohibited not so much because a prize fight is a "ghastly spectacle" as because of its attendant evils and their degrading effect on a community.

FUTURE WHARF BUILDING ON THE WEST SIDE. times, and, by concentrating power in the hands of great

CURRENT COMMENT

(Montreal Gazette.)

A new railway from Halifax to Guysboro, some 200 Before any definite steps in wharf building are undertaken, careful consideration should be given to this point. The development of the West Side will be for all time to come. A committee of engineers who are experts in this line should pass upon the plan proposed with due regard to the possibilities of the future.

Description of the cost of construction. Canada is a great country for the special people who want their special business enterprises helped at the expense of all other people in all other people who want their special business enterprises helped at the expense of all other people in all other people in all other people who want their special business enterprises helped at the expense of all other people in the properties of the properties of the properties of the properties of the properties at the rate of \$12,800 a mile. For a second class road, such as the country to be traversed will be a fair half of the cost of construction. Canada is a great country for the special people who want their special business enterprises help and the properties of the properties of the properties at the rate of \$12,800 a mile. For a second class road, such as the country to be traversed will be a fair half of the cost of construction. Canada is a great country to be traversed will be a fair half of the cost of construction. Canada is a great country to be traversed will be a fair half of the cost of construction. Canada is a great country to be traversed will be a fair half of the cost of construction. Canada is a great country to be traversed will be a fair half of the cost of construction.

Of course Canada is able to spend very much more readily admitted by men of open mind. But its maniposation among the independant of positical immorality have not provoked are not provoked and an advanced or two ago, because her revenue is very much more for public works now than she was sable to spend the provided of the position of particles and shape the destiny of democratic nations.

No doubt the government has moved in scandalous ways its blunders to perform, says one class of the dependent voters; but it sets a lot of money in motion and so gives more employment to the people. Supparative members of the Laurier aggregation are helping themselves and friends at the expense of the people, says another class; but why blame them for making hay when the sun shines—when the country is progressing at a rate never known before?

Of course this sunderstandable—if not reason well have been dependent of the work of the position of the whiskey tax, but it money for public works now than she was sable to spend under the money for public works now than she was sable to spend them. The money for public works now than she was able to spend them of position and any control of position and the preacher of the position of the works at all the drawers before opening than the fact that, while \$231. The position of the work at all the drawers before opening than the fact that, while \$231. The position of the work at all the drawers before opening than the fact that, while \$231. The position of the work at all the drawers before opening than the fact that, while \$231. The position of the work at all the drawers before opening than the fact that, while \$231. The position of the work all the veto position than. The veto position of the veto position of the veto position of the veto position of the veto position than.

Tailor:—The same extraordinary fact, the same measure than the same than for the position of the veto position of the veto position than the veto position than the veto position of the veto position than the veto p

cry: Who wins must march!" Keep pace or else fall out to the rear and die.
—Hugh J. Hughes.

THE ENFRANCHISEMENT OF THE

"When returning into herself the soul reflects, then she passes into the realm of purity and eternity, and immortality, and unchangeableness, which are her kindred; and with them she ever lives and is not let or hindered; there she ceases from her erring ways, and being in communion with the unchanging, is unchanging; and this state of the soul is called wisdom."—Plato.

Good Stories

Then it Happened



JOSH WISE SAYS:

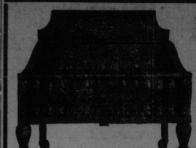
Mrs. Inne:—"N o; the one below is twenty more a month."

alifax to Guysboro, some 200 aided by government sub-800 a mile. For a second country to be travered with the country to be t

Ethel:-"Sit down."

"Why do you call up at that box, "To learn what new laws have been passed since I went on duty," answer ed the policeman.

"Your new mald looks very dis-creet." Redm



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