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ST. JOHN, N. B., WEDNESDAY, JULY 10, 1912.

CANADIAN TRADE AND THE PANAMA CANAL.

An able and instructive article on the Panama Canal and the probable direct effects of the opening of the great waterway on Canadian manufacturers appears in the July number of *Industrial Canada* from the pen of Mr. J. T. Sturtevant. Before treating his subject in detail the writer hazards two prophecies: First, that the Panama Canal, if operated successfully, will, during the first years of its existence and perhaps ultimately, injure Canadian manufacturers more than it will benefit them; secondly, that the greatest hope of direct benefit from the canal for Canadian manufacturers will consist in utilizing it to build up an export trade when the Canadian home market has been supplied.

Coming to the direct effects of the opening of the Canal on Canadian manufacturers Mr. Sturtevant deals with them under three heads: Manufactured goods, raw material and foreign competition. As to manufactured goods he considers that the Canal will give cheaper transportation for the manufacturers situated on the Eastern and Western fringes of Canada, but will do little or nothing for those inland. The home market is to-day monopolizing the manufacturers' attention and the export trade is comparatively small.

The present conditions, in the writer's opinion, are that a Canadian line of steamships operating through the Canal would have to face severe competition, especially from coastwise shipping of the United States. Canadian ships would also have to compete against the transatlantic railroads, the Grand Trunk Pacific, the Canadian Pacific, and the Canadian Northern. This they could do successfully in exchanging products of British Columbia and of the Maritime Provinces. The Interior Provinces will continue to be exclusively railroad territory.

On this point Mr. Sturtevant quotes a prominent transportation official who says: "Manufacturers west of Montreal have to pay such a high rate to Montreal that it is almost impossible to meet the all-rail rate from points west of Belleville. This has been proved in the case of the Tehuantepec route. Of course, when the Panama Canal is completed possibly lower rates to Vancouver and British Columbia can be made than via the Tehuantepec Railway, but I am very doubtful if for many years to come it would be possible to operate a line of steamships from Canada to British Columbia via the Panama Canal."

If this statement is true the factories in the Maritime Provinces would have the advantage in using the Canal especially in winter. For transportation of goods requiring quick delivery the Canal route offers little solution. It is estimated that the passage from Montreal to Vancouver, via the Canal, would take thirty-five days. The class of goods for which the Panama Canal can compete will be heavy goods on which quick delivery is not required. For example, a factory manufacturing agricultural machinery situated in St. John or Halifax could ship a cargo via the Canal and store it in Calgary. Manufacturers could stock branch factories with a year's supply of heavy goods which were not needed immediately.

As regards raw material, Mr. Sturtevant points out that the greater part of the raw material used by our great industrial concerns is purchased in Canada or the United States. Only a very small percentage of what is imported can be shipped through the Panama Canal. The estimate is as low as one per cent.

He expresses no doubt but that the Panama Canal will operate in favor of the British and foreign manufacturer against the Canadian manufacturer on the Pacific Coast. For European trade the Panama Canal will have three competitors: the Suez Canal, the Tehuantepec route, and transatlantic railroads. The distances and time required for shipment of freight from Liverpool to Vancouver via the four routes are as follows:

Routes.	Nautical miles.	Days required.
Tehuantepec	7,169	40 to 45
Panama Canal	8,003	50 to 55
Suez Canal	15,176	65 to 90
Transatlantic Rys. (land)	5,710	25 to 30

The transatlantic railroad route is the fastest and nearest. The Suez Canal route is the slowest and cheapest. Tehuantepec and Panama strike the average of speed and cost.

Statistics are quoted showing that the Tehuantepec route and the Suez Canal route, in rates on goods from Liverpool to Vancouver, have the advantage of the railroads. The Panama Canal trade from Eastern Canada, he estimates, will go almost entirely through three cities—Montreal, St. John and Halifax.

Turning to the brighter side—the future advantages and indirect advantages of the Panama Canal to Canadian manufacturers—Mr. Sturtevant believes benefits will accrue as the Canal increases in value as a transportation route, for Canada's export trade in manufactured goods and for import trade in raw material. Canada's trade with South America and the West Indies, he estimates, should increase after the opening of the Canal. Western Canada will have quicker, better and cheaper access to Venezuela, British Guiana, the British West Indies, Brazil and Argentina. Eastern Canada will have quicker and cheaper access to Ecuador, Peru, Bolivia and Chili. The new trade routes will take the form of half figure eights—down the east coast of North America and vice versa.

"How will the Panama Canal affect Canada?" This question was asked Mr. Perrier, chief engineer of the Suez Canal, by the writer. "It should increase the shipping trade between Canadian Atlantic and Pacific ports," he replied, "and provide cheap transportation for the products of the West."

According to the Dominion Government statistics, the wheat crop of Alberta for 1911 amounted to 36,242,000 bushels. If the Panama Canal secures an average reduction in the freight rates from Alberta ports to Liverpool of about 5 1/2 cents per bushel, \$3,072,145 would have been added to the returns for crops to the farmers of Alberta last year. This does not allow for insurance. At present there is no competing route for Alberta wheat. The average rate from Alberta ports to Vancouver is 14 cents per bushel, and from Vancouver to Liverpool by vessel 18 cents, or a total of 32 cents. Add 6 cents per bushel for sacking, makes the grand total 38 cents.

It is of interest to note, as the writer points out, that Canadian railways expect remarkable developments for their business when the Canal opens. The late President Hays said: "We will ship one hundred million bush-

els of wheat from Prince Rupert to Europe by way of Panama. We are going to have our terminals ready for the opening of the Canal." In June the C. P. R. placed an order for 12,000 additional freight cars and 300 locomotives, involving an expenditure of nineteen million dollars.

As far as the ports of the Maritime Provinces are concerned there does not appear from the conclusions Mr. Sturtevant arrives at any cause for uneasiness that they will be injuriously affected. It is no doubt true that large shipments of Western wheat and other produce may be made through the Canal but the constantly growing trade of the Dominion and the enterprise of the transportation companies may safely be trusted to meet that contingency.

CONCERNING THE OCTOPUS AND ITS PARTY.

It is a favorite pastime with Grit organs throughout the country to link the Borden Government with "the interests." A Tariff Commission was a prominent plank in Mr. Borden's platform. Without rhyme or reason the announcement was sent broadcast that the Commission was a sop to "the interests" to increase the tariff. The Government insisted that the customs regulations regarding lumber imported from the United States should be observed in order to remedy a disgraceful state of affairs which the late Government winked at. Again we were told "the interests" were being placated. The following spasm emanating from the Scott Government organ in Saskatchewan, while in the throes of the general election, which takes place tomorrow, is a fair specimen of this style of political warfare:

"With the advent of Premier Borden to power last September, the Big Interests Octopus, from its lair in Toronto, commenced to reach out boldly to fasten its blood-sucking tentacles upon the people of Canada. Now the Beast is hovering over Saskatchewan prepared to encircle this Province. Should Saskatchewan by chance succumb to it and a Borden-Haultain Government be placed in power, then nothing could prevent the Octopus from working its will upon the common people of Canada. The fight is between the Common People and the Big Interests Octopus, and for the 'Common People' it is a fight for very life."

Commenting on the Vancouver News-Advertiser's timely rebuke which puts the Grit organs where they belong, The Borden Government, it points out, has not been long in office, and any changes that have been made in the tariff by the Government are downwards. One of them was against the Big C ment Interest. The Big Interest was created during the Laurier regime, as was also the steel combine, the car combine, the cotton combine, the carriage combine, the harvester combine, the nail combine and nearly all the great industrial amalgamations known as the Octopus. During this period of the creation of Big Interests the Scott Government was on excellent terms with the Octopus, and reposed in the friendly clasp of its tentacles.

REGULATIONS FOR THE WIRELESS.

Further safeguards to protect ships and passengers at sea will probably result from the deliberations of the International Conference on Wireless Telegraphy which closed in London on Friday. A resolution, proposed by the British delegation, that the obligation to carry a wireless outfit should be imposed on certain classes of ships was unanimously adopted. It was suggested that the Governments agree to the adoption of a uniform base for legislation. Some of the new regulations suggested were that ships be provided with an auxiliary source of power besides their engines which would be able to work the wireless for at least six hours. This auxiliary power must be secured in a position entirely self-contained.

In view of the risk of distress calls going unheard, in ships of the first class a permanent watch is to be required and at least two fully qualified operators must be carried. In second-class ships the operators must listen for the first ten minutes of every hour. In the smallest ships, such as fishing boats, etc., no regular periods of watch are prescribed. Each Government giving a license to carry wireless shall determine upon which class of ship it shall be placed. There are rules also for both ship and shore stations to suspend work and listen at the end of each quarter of an hour for distress calls. The operators of every ship will be placed specifically under the authority of the captain of such vessel.

THE CAMPAIGN IN THE UNITED STATES.

The political struggle in the United States this year will be fiercer and at the same time more mixed than in any campaign since the memorable one in 1860, which was followed by the great Civil War. The two old parties are now allied with Presidential candidates and platforms, the Socialists have nominated and are in a stronger position than in former national campaigns, because of successes in last year's State elections, and the Progressive Republicans will soon nominate Roosevelt on a Roosevelt platform.

It is said to be no means improbable that yet another new party organization will be formed to further diversify the contest. But the great battle will be waged between the conservative and the progressive forces of the country, and the clash of the conflict will be heard in every corner of the Republic. The recent conventions aroused interest to fever heat and it is a fairly safe prophecy that before the idea of November every man and woman in the United States will be a political partisan.

Current Comment

(Victoria Colonist.)

The Toronto World is quite right in saying that it is not necessary for the Prime Minister to go to England to ascertain which naval policy Canada ought to adopt; but it may be advisable nevertheless. We think it advisable in the present instance. It is well known that the naval policy of the Laurier Ministry did not measure up to the suggestions of the Admiralty, and it would be a mistake for Mr. Borden to bring down one that does not do so. We are all alike interested in the defence of the Empire, and whatever Canada does ought to be so planned as to be most effective in the way of co-operation with the work of the Home Government.

(Montreal Gazette.)

The new United States national flag, bearing 48 stars, emblematic of all the states, Arizona and New Mexico included, is now flying over the Federal buildings. The number is a goodly one and would be larger if some of the gentlemen over the way had their wish.

(Toronto Canadian Farm.)

A prominent cheese exporter in Montreal recently stated that in four years Canada would not be exporting any cheese. While the production of milk has increased the big demand for home consumption has made rapid strides into the amount converted into cheese.

(Ottawa Free Press.)

Some enthusiast fired with the success of the Boy Scout Movement has started a campaign for the organization of "The Camp Fire Girls."

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OLMPIC SPORTS YESTERDAY

Stockholm, Sweden, July 9.—The fourth day of the athletic section of the Olympic games began today in dull weather and with rain in prospect. Several thousands of running enthusiasts assembled for the principal event of the morning, which was the decision of the first three trials heats of the 5,000 metres flat race. Canadians were well represented on the spectators' benches of the stadium, and had the satisfaction of seeing two of their men finish second in each of the heats.

Bicycle race, around Lake Malar, 207 miles, held July 7, resulted: Swedish team first, British second, American third. Individual prizes—Lewis South Africa, first; Gruffy, England, second; Carlschutte, Kansas City, third.

The trial heats of the 1,500 metres flat race today, A. Hare, of Great Britain, declared that Melvin W. Sheppard had spiked him, pushing him off the grass while rounding the last turn. Hare was anxious to make a protest, but the managers of the English team declined. The English and American appear desirous of avoiding any clash and are attempting to heal the breach that occurred in 1907.

5,000 metres flat race, 4th, heat—A. Kihlman, Finland, first; H. Nordstrom, Sweden, second. 5th heat—J. Boudin, France, first; T. Oplsson, Sweden, second; F. W. Johansson, Finland, third. Time, 15 minutes, 5 seconds.

Results:
Five thousand metres flat race—First heat: George V. Bonhag, United States, 1; A. Decoteau, Canada, 2; F. N. Hibbins, England, 3; time, 15 minutes, 22 3/5 seconds.

Second heat: Joseph Kasper, Manitoba, Canada, 2; E. W. Hutson, England, 3; time, 15 minutes, 23 1/2 seconds.

Third heat—M. Karlsson, Sweden, 1; E. Glover, England, 2; C. H. Porter, England, 3. Time, 16 minutes, 34 1/5 seconds.

1,500 metres swimming, free style, semi-final—Second heat: Lastorres, Austria, 1; Foster, Great Britain, 2; time, 23 minutes, 9 4/5 seconds.

One hundred metres swimming back stroke, for men—First heat: Harry J. Helmer, United States, 1; O. Gross, Germany, 2. Time, 1 minute, 21 seconds.

Second heat—O. Fahr, Germany, 1; J. Wank, Hungary, 2; time, 1 minute, 22 seconds.

Third heat—A. Baroni, Hungary, 1; P. Kellner, Germany, 2; time, 1 minute, 22 seconds.

One hundred metres swimming free style, for women—Fourth heat: Miss Fanny Danach, Australia, 1; time, 1 minute 19 3/5 seconds. A record for women.

1,500 metres swimming, free style, for men—Semi-finals, first heat: G. R. Hodgson, Montreal, Canada, 1; J. W. Hatfield, Great Britain, 2; Hardwick, Australia, 3. Time, 22 minutes, 26 seconds.

1500 metres flat race—First heat: Melvin W. Sheppard, United States, 1; L. C. Madeira, United States, 2; A. Hare, Great Britain, 3. Time, 4 minutes, 27 3/5 seconds.

Second heat—Norman S. Tabor, United States, 1; J. Baker, Great Britain, 2; G. Amberger, Germany, 3. Time, 4 minutes 25 1/5 seconds.

Third heat—Abel R. Kiviat, United States, 1; H. A. Armand, France, 2; N. J. Patterson, Chicago, 3. Time, 4 minutes, 42 1/5 seconds.

Fourth heat—J. Jackson, Great Britain, 1; John Paul Jones, United States, 2; Lewis R. Anderson, United States, 3. Time, 4 minutes, 27 1/10 seconds.

Fifth heat—J. Zander, Sweden, 1; E. Bjorn, Sweden, 2; Herbert N. Putnam, United States, 3. Time, 4 minutes 5 1/5 seconds.

Sixth heat—E. Von Sigel, Germany, 1; Oscar F. Hedlund, United States, 2; W. C. Moore, England, 3. Time, 4 minutes 9 1/10 seconds.

Seventh heat—E. Wilde, Sweden, 1; Walter McClure, United States, 2; W. Cottrill, Great Britain, 3. Time, 4 minutes 6 seconds.

Knights of Pythias.

St. John Lodge Knights of Pythias has installed the following officers: J. A. Mowry, Chancellor; E. J. G. Coburn, Vice-Chancellor; E. S. Watters, President; E. A. Kincaid, Master of Work; S. A. Payne, R. of R. & S.; S. F. McMackin, M. of F.; W. H. White, M. of E.; A. G. Brown, Master at Arms; W. W. Williams, Outer Guard.

Met Death by Drowning.

Telegrams which came to Mrs. R. D. Lewis, of 57 St. James street, on Sunday, brought news which must have caused a fearful shock, for they told of the drowning of three pieces, daughters of Hartley McBeath, formerly of St. John.

The girls were out boating Saturday on the river near their home in Amesbury, Mass., and the boat upset. As far as has been learned, no one was near to render assistance and they went down to death. It is believed the bodies have been recovered. The children were: Hazel May, aged ten; Virginia, aged twelve, and Christina, aged fourteen years, all bright and lovable girls to lose any one of whom would of itself be a terrible blow. Two other girls, older, survive to comfort their bereaved parents.

Mr. McBeath was a carriage painter here and left St. John when a young man. He is now foreman for a large firm in Amesbury. Eli McBeath, of North End, is a brother, and Mrs. Lewis, a sister. Mrs. Lewis, on learning the sad news, planned to leave for Boston on Monday morning, but the shock was so great that she was too ill to travel. There will be keen sympathy here, and wherever the news is read, for those who have suffered so great a loss in so tragic a manner.

To Have Perfect Skin Throughout the Summer

(From The Guide to Beauty.)
These days the face, neck, arms and hands need special care and attention. Flying dust and dirt, the beating sun, are severe on any skin. Their despoiling effects are best overcome by the application of pure mercurized wax. This keeps skin and pores in a cleanly condition, the complexion beautifully white and spotless. Tan, freckles, blotches and roughened cuticle are gradually absorbed by it. One ounce of mercurized wax, obtainable at any drug store, is sufficient to completely renovate a soiled complexion. It is used like cold cream, applied to remain on overnight, and washed off in the morning.

As the skin tends to expand in warm weather, cheeks and chin to sag and wrinkles to form, a good astringent lotion should be used. Dissolve one ounce powdered ansoite in one-half pint witch hazel. Bathe the face in this morning or before going out for theatre or social affair. It is a remarkable skin tightener and wrinkle eraser.

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