

# The St. John Standard

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ST. JOHN, N. B., WEDNESDAY, FEBRUARY 12, 1913.

## NOTHING TO RECONCILE.

Liberal organs are demanding to know how Conservative leaders and newspapers who opposed the Taft-Felding Agreement are to reconcile their arguments with the action of the majority of the Ways and Means Committee membership at Washington in deciding to give freer entry into the United States markets of Canadian foodstuffs.

There is nothing to reconcile in the position taken by the Conservative party in 1911 and the attitude of the Democratic membership of the Ways and Means Committee, which has under consideration the revision of the American tariff schedules. Discussing this question the Winnipeg Telegram justly points out that the Conservative party took the position in the campaign of 1911 that if the United States desired to make trade concessions that was the undoubted right of that country and something which could be neither denied nor prevented. The United States has absolute control over its tariff and fiscal policy. It may with perfect propriety and without asking the consent of any other nation either increase its tariff duties or do away with them altogether. That is its own affair and a matter in which other nations, while they may have concern, have no right to interfere.

The Washington Government proposed Reciprocity with Canada for the purpose of benefitting—not Canada, but the United States. Any argument to the contrary assumes that modern nations are framing trade laws for the advantage of rivals—and that, of course, is a preposterous contention. The Conservative argument was that if the United States found it to its own advantage to reduce the tariff duties against Canadian products the reduction could and would be made without any reference to what Canada desired done or might either advocate or oppose. In any event the right should be maintained by Canada to control her own fiscal legislation and frame her tariff schedules with regard to her own interests.

The Conservative party opposed Reciprocity because it involved a surrender of that right. And precisely what the Conservatives predicted as the result of the defeat of Reciprocity in Canada and the high tariff party in the United States is coming to pass. If there is any merit in the argument in behalf of Reciprocity put forward by the Liberal leaders and newspapers, that fact will have ample demonstration when the United States lowers its duties on Canadian products.

Instead of presenting an argument in refutation of the Conservative position, the Ways and Means Committee of the United States Congress is emphasizing the common sense which led the people of Canada to declare for fiscal independence.

## OIL AND STEAM POWER.

The recent performance of the Sealand, a Danish vessel, making a successful voyage from Singapore to Copenhagen, propelled by internal combustion oil-burning engines, has served to further stimulate commercial interest in the possibilities of this new method of sea-going propulsion.

The Sealand's engines were of the well known Diesel type, using as fuel crude mineral oil. Her tank capacity of 900 tons was sufficient to last for three months' voyage covering a distance of 26,000 miles at an average speed of 11 1/2 knots. At the price paid for oil in Singapore, \$8.51 per ton, the cost of operation was less than \$3.37 per hour, with a development of 2,500 horsepower.

As compared with the cost of steam propulsion, coal being used as the fuel for making steam, there is most extraordinary saving in the use of oil marine engines. There is economy of storage, enabling vessels using oil to carry larger cargoes of merchandise; there is economy of labor in feeding and firing the oil engines; there is also economy of time in ability to make long distance voyages without the necessity of detours or stoppages for the renewal of fuel supply.

The use of oil in place of steam is also being rapidly extended to locomotive engines. One of the leading railways in England is at the present time carrying on experiments to this end. The special type of locomotive employed is known as "the Ferguson." It is almost in operation and varies in many essential respects from the oil engine at present in use. It is claimed for it that it will make possible the propulsion of a heavy train, such as is used in the suburban service, at a cost per train mile far below that of the steam driven engine.

Similar experiments, covering a period of five years, were carried out in Switzerland by Dr. Diesel, who constructed an internal combustion locomotive of a total weight in operation of 25 tons. The specially designed

locomotive in England which has just been completed only weighs 35 tons. The experience of the British railway companies during the coal strike has given an impetus to research and experiment in regard to the use of crude oil as train fuel.

## A NOVEL "PROTOCOL."

In view of the strike of the garment makers in New York, which has been given wide publicity, it is of interest to note from a statement in the Chicago Tribune that the cloak and suit manufacturing end of the garment trade in New York has not had a strike in two and a half years, and is not likely to have any strikes in the future. It has found a strike anti-toxin.

This is nothing more than an agreement—a "protocol" it is called—which exists between employers and employees in the cloak and suit trade. The "protocol" was adopted in September, 1910, after a long and costly strike of cloakmakers in which 70,000 men and women were involved. By the terms of this "protocol," or agreement between the cloak manufacturers and the cloakmakers' union, a joint board of sanitary control was established. In this board are represented the employers, the employees, and the public. The joint board looks after the sanitary conditions in the shops. It sees to it that the employees are not made to work under unhealthy conditions, in shops that are fire-traps, and so on.

Another milestone in the protocol, is the provision for a board of arbitration, which consists, likewise, of representatives of the employers, the employees, and the public. All serious differences arising between the two parties and the "protocol" or between the members of the manufacturers' association and the members of the union, are gone over by this board of arbitration and settled by it. By the terms of the protocol this settlement is binding upon all parties concerned.

The shop and factory grievances arising between employers and employees are referred for settlement to a committee on grievances consisting of five members from the employers and five from the union. On top of all these provisions goes a standard minimum wage for week and piece workers which is binding upon all employers.

In the two and a half years which the protocol has been in operation in the cloak trade in New York, it is stated that hundreds of little skirmishes between employers and employees and some big strikes have been averted. Thousands of families have been spared the loss of wages which all such industrial skirmishes and guerrilla warfare entail.

Additional importance attaches to this experiment from the fact that the British Government, through the consul general in New York, made a study of this novel industrial contract, with a view to introducing it in Great Britain. This section of the garment industry in New York apparently has not only redeemed itself from the charge of being a "sweated" industry, but it is blazing the way for a new relationship between capital and labor, employers and employees, in the United States.

## BRITISH EMIGRATION.

Speaking at Aberdeen in Scotland last November, Mr. Lloyd George made the statement that "scores of thousands of the most able-bodied, robust young fellows in your rural districts are fleeing from their native land as if it were stricken with pestilence." It was a startling way of putting it but in his main contention the British Chancellor of the Exchequer appears to have been fully justified.

The figures of emigration from the Old Country continue to grow. Altogether 467,762 British subjects left her shores during the twelve months to December 31st, against 454,527 in 1911, an increase of 13,235. Of the total 331,137 were booked to countries under the British flag, and 117,354 went to the United States. Compared with the previous year, departures for the Dominions increased by 15,359, while those to the United States decreased by 3,460.

These figures do not represent the actual volume of emigration from the United Kingdom. To arrive at this account has to be taken of the immigrants coming into the country. Roughly, the excess of outward over inward passengers of British nationality may be taken as representing approximately the number of emigrants. On this basis, the total for the year would appear to have been 264,458, of whom 219,390 proceeded to various parts of the Empire and 45,068 to the United States.

These figures compare with an aggregate of 241,949 in 1911, of whom 219,390 remained under the Union Jack, and 22,559 went to the United States. In reviewing the situation the

people in the Old Country have at least one consolation. If it were not for this vast volume of emigration the percentage of unemployed workers would be very much greater.

## ELECTRIC RAILWAYS IN CANADA.

Electric railways in Canada carried a total of 1,435,525 tons of freight during the last fiscal year, and earned a total of \$1,025,371 from that source. Their earnings from passenger traffic in the year amounted to \$22,007,750. The report on railway statistics of Canada, issued by the Department of Railways and Canals, shows that there are today thirteen radial lines among the more than 50 electrically-operated lines in Canada of over fifteen miles in length, which do a freight business. This does not include the street railway freight. Montreal Street Railway, for instance, carried a total of 100,000 tons in 1911, and the Montreal Park and Island Railway carried 111,005 tons.

First track mileage of electric railways in Canada has almost doubled since 1901, the total of first track standing today at over 1,300 miles. Their gross earnings in 1912 amounted to \$23,499,250, an increase of \$3,142,298 over the previous year. Carriage of mail and express brought earnings of \$78,818; other car earnings were \$67,032; and miscellaneous earnings from advertising, rents, etc., added \$320,287.

Sale of power does not amount to a very great sum as yet, the total revenue from this source in 1912 being but \$37,083. Comparison of the respective figures shows that earnings of electric railways are increasing at a percent rate greater than those of steam railways, the gross earnings of the electric railways having more than doubled in the last six years.

In this connection the Departmental Report says: "An outstanding feature is the steady rise of earnings from freight. In 1901 the total from this source was \$96,082. In 1904 there had been an increase to \$182,145, and in 1906 to \$288,105. In 1912 the earnings from freight reached \$1,025,372—showing the extent to which that aspect of public service had grown in twelve years."

## CURRENT COMMENT

### Record Loss for Lloyds.

(Victoria Colonist.)

The year 1912 was the most disastrous in history for marine insurance companies. Lloyds' loss was a record one, running to over seven millions sterling. The number of ships lost was 228 with a total tonnage of 483,140. Of these thirty-six were posted as missing at Lloyds, accounting for the loss of some 700 lives. An amount in the neighborhood of two millions sterling had to be paid out through the sinking of the "Frank," an unparalleled event, which doubtless accounted in large measure for the record monetary losses of the year. No record is yet available of the number of lives lost but the toll bids fair to constitute a new figure in marine annals.

### St. John Also.

(Montreal Gazette.)

A movement has been inaugurated in Orillia to celebrate fittingly in August, 1913, the Champlain Tercentenary and the advent of the first white man to Ontario. Three hundred years is a long time to look back upon, but the progress made in that province since the great explorer's visit has been wonderful, although the real start was not made for centuries after. If some of the daring pioneers of the past were to return to the spots they discovered it is safe to say that they would find that their wildest dreams have been realized.

### Home Work.

(Kingston Whig.)

After school hours is the parents' time for lending a hand in the training of their children, and that time should not be taken up with duties that are specially connected with the school. The giving of home work is practically an admission of failure on the part of the teacher to adequately fulfil his or her duties during the regular school hours. Home work should be cut out altogether, and the school duties restricted to the school in so far as at least as those duties are compulsory.

### A Glowing Outlook.

(Nebraska State Journal.)

Milch cows are one per cent. fewer now than a year ago. Beef cattle have fallen off three per cent., sheep two per cent., and swine six and one-half per cent. Yet the consumer pays \$300,000,000 more money for this reduced number. At the same time the consumer is paying less money in the aggregate for a larger corn and wheat crop. The smaller the yield, apparently, the more money the farmer makes. If the farmer ever comes to see or believe that his interest lies in starving the consumer, what is the world will become of us?

### Materials for a Good Time.

(Milwaukee Wisconsin.)

With \$25,000 from the Federal Treasury to defray its expenses, President Wilson's inaugural ought to be interesting to the participants. Twenty-five thousand dollars for necessary expenses, together with Democratic simplicity, should make a combination that is best.

## IN LIGHTER VEIN

### IT CAN BE DONE.

Somebody said it couldn't be done. But he, with a chuckle, replied, "That 'maybe it couldn't,' but he would be one."

Who wouldn't say so till he'd tried. So he buckled right in, with the trace of a grin.

On his face. If he worried, he hid it. That couldn't be done—and he did it.

Somebody scoffed: "Oh, you'll never do that—At least, no one ever has done it." But he took off his coat and he took off his hat.

And the first thing we knew he'd begun it. With a lift of his chin and a bit of a grin.

Without any doubting or quidding; He started to sing as he tackled the thing That couldn't be done—and he did it.

There are thousands to tell you it can't be done. There are thousands to prophesy failure; There are thousands to point out to you one by one. But just buckle in with a bit of a grin. Then take off your coat and go to it; Just start in to sing as you tackle the thing That "cannot be done," and you'll do it.

—Kellogg's Square Dealer.

Weakness.

"Yes," said the old man, "I find my strength is falling somewhat. I used to walk around the block every morning, but lately I feel so tired when I get half way round I have to turn and come back."—Woman's Home Companion.

### A Needed Quality.

"Do you think that we should have a more elastic currency?" asked the Old Fogey.

"It is elastic enough," replied the Grouch. "Why don't they make it more adhesive."—Cincinnati Enquirer.

### Heard at The Club.

GRIGGS—I'm sorry about Brown's failure. He's a brick if ever there was one.

BRIDGE—Then it's not unnatural that he should go to the wall.

### A Matter of Thinking.

"I never thought of saving a cent until I got married."

"But you think of it now."

"Very earnestly, but that's as near as I can get to doing it."

### Win.

CARR—I have to warn my chauffeur continually to keep down his speed.

BARR—Afraid of breaking the law, eh?

CARR—The law be bowed! Afraid of his breaking my precious head.

### A Good Start.

"Madam, your husband must have absolute rest," said the family physician.

"But, doctor, he won't listen to me," replied Mrs. Talker.

"A very good beginning, madam, a very good beginning."

## NA-DRU-GO LAXATIVES

are entirely different from others both in their composition and their effect—complete evacuation without purging or discomfort.

25c. a box at your druggist's.

NATIONAL DRUG AND CHEMICAL CO. OF CANADA, LIMITED.

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Next term will begin Thursday, January 2nd.

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Umbrella Cases  
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TWO FACTORIES.  
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## There is Just One Butternut Bread

Do You Eat It?

### Depends on The Season.

Guest—"How is this? My bill this time is twelve shillings a day, and last December I had the same room and it was only ten shillings a day?"

Proprietor—"Yes, I know; but the days are much longer now."

### The Peacemaker.

Village Grocer—"What are you running for, sonny?"

Boy—"I'm trying to keep two fellows from fighting."

Village Grocer—"Who are the fellows?"

Boy—"Bill Perkins and me!"—Puck

### Poor Job.

Willie—"Pa, why do people talk about the patience of Job?"

Henpeck—"Because they don't know your father, my son."

### The Barber's Story.

Barber—"Shall I go over it again, sir?"

Victim—"No, thank you. I heard every word you said!"

## DON'T SCOLD CROSS, IRRITABLE CHILDREN

If tongue is coated, stomach sour, breath feverish, bowels clogged, give "Syrup of Figs"

Mother: look at the tongue! see if it is coated. If your child is listless, drooping, isn't sleeping well, is restless, doesn't eat heartily or is cross, irritable, out of sorts with everybody, stomach sour, feverish, breath bad, has stomach ache, diarrhoea or is full of cold, it means the little ones' stomach, liver and bowels are clogged with waste and need a gentle, thorough cleansing at once.

Give a teaspoonful of Syrup of Figs and in a few hours the foul, decaying, constipated matter, undigested food and sour bile will gently move on and out of its little bowels without nausea, griping or weakness, and your child will surely have a well and smiling child shortly.

With Syrup of Figs you are not dragging your children, being composed entirely of luscious figs, senna and aromatics it cannot be harmful, besides they dearly love its delicious taste.

Mothers should always keep Syrup of Figs handy. It is the only stomach, liver and bowel cleanser and regulator needed—a little given today will save a sick child tomorrow.

Full directions for children of all ages and for grown-ups plainly printed on the package.

Ask your druggist for the full name, "Syrup of Figs and Elixir of Senna," prepared by the California Fig Syrup Co. This is the delicious, reliable, genuine old reliable. Refuse anything else offered.

## The Best Quality at a Reasonable Price

## Perfect Adjustment

The perfect adjustment of your glasses represents a percentage of their efficiency. You may not be aware of any loss of vision, but glasses sometimes get out of adjustment. This is particularly true of the glasses in which the quality of the materials used has been skimped; where something said to be "just as good" has been substituted.

In the glasses you get from us only materials of the best quality are used. There is no skimping of quality in the material; or of skill in the examination; or of exactness in the fitting. The result is a pair of glasses that not only fit when you get them, but that stay fitted. Come in and investigate.

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## Thermometers

## Glass Window Thermometers

75c. \$1.00, \$1.25, \$1.50, \$1.75, \$2.00, \$2.30

## Regular Outside Thermometers

15c., 25c., 35c., 50c., 60c., \$1.00, \$1.50.

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40c., 50c. and 75c.

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FIRST ANNUAL WOMEN'S INSTITUTES CONVENTION  
FEBRUARY 18th and 19th  
FARMERS & DAIRYMEN'S ASSOCIATION SESSIONS at City Council Chamber, City Hall, Judging of Stock and Provincial Seed Fair at Exhibition Building.  
WOMEN'S INSTITUTES CONVENTION SESSIONS at Y. M. C. A. Building, York Street.  
For programme, prize lists and other information, address  
The Secretary for Agriculture, Fredericton, N. B.  
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1913 MODELS  
FITTED WITH THE

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## AIMING TO PRODUCE FRAUDS

Board of Trade  
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A meeting of the Board of Trade was held on Tuesday afternoon. A report from the delegation Ottawa in connection with the Indian service, and the West Indies commission, and make a report on the draft act of the Men's Association, was presented. The association was asked to submit to the legislature. The association was asked to submit to the legislature. The association was asked to submit to the legislature.

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