

The St. John Standard

Published by The Standard, Limited, 82 Prince William Street, St. John, N. B., Canada.

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Yearly Subscriptions: \$5.00
By Carrier \$5.00
Per Mail 3.00
Semi-Weekly by Mail 1.00

Commercial Advertisers:
Per Inch, per year \$45.00
Line Rate, Over 5,00062
Line Rate, Under 5,00050
Classified, One Cent Per Word

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

THE VISITING MINISTERS.

There is no doubt that at the meeting of the Board of Trade, this afternoon, Hon. J. D. Hazen and Hon. Robert Rogers will learn just what the business men of St. John, composing that body, believe should be done to develop the harbor facilities of this port. There is also every reason to believe that all suggestions will receive a sympathetic hearing from the ministers. This is Mr. Hazen's constituency and he has always shown himself ready and willing to exert all his efforts in our behalf. The grain conveyors, now under construction at West St. John, furnish evidence of his achievements in this line.

As for Hon. Robert Rogers, he comes here with a reputation for "doing things." He is in charge of the plan for developing the national ports of Canada which promises to work a wonderful increase in our prosperity. The Government is already spending immense sums of money for the creation of additional port facilities in St. John. There is no doubt that the work, so well begun, will be continued on even a larger scale until eventually this port will attain to the state of preparedness we would now occupy, had it not been for the long period of Liberal neglect from 1896 to 1911.

St. John must make its representations at once, notwithstanding the fact that Dr. Pugsley and his organs insist that nothing should be asked for in the way of port facilities until the Gutelius agreement has been decided. As the Standard pointed out yesterday, and reiterates today, it is not at all likely that any decision the Railway Commission can render will bring the Empress steamers back to St. John this winter. That has been apparent to business men for weeks, despite the outbursts of hypocritical surprise from the Pugsley press. This being so, the necessity for increased facilities still exists and must be urged upon our distinguished guests.

Through Liberal neglect the port is not equipped to handle all the business that might come to it. This lack of equipment has already cost us the Empress. Now is the opportunity to improve our condition. The people of St. John, on the whole, have treated the Empress matter as entirely apart from politics. They have refused to stampede at the direction of the Telegraph and the Times. They realize that the all-important question is that of port equipment and the Borden Government's record shows that it is generous in this regard. Let our position and our needs be fairly and squarely placed today before the members of the Government to whom it is our pleasure and honor to extend a hearty welcome.

PROVINCIAL FINANCES

The statement of the provincial secretary, Hon. H. F. McLeod, indicates that the finances of New Brunswick are in a satisfactory condition. In nearly every department the estimated receipts were exceeded and while the expenditures were also large it is believed there will be a surplus of about \$10,000 on the work of the year. It is most gratifying to know that the affairs of the province have been administered with the same care that has always characterized the present government. The receipts from the sources of public revenue have been honestly handled and expended to give the best return to the people. The public services have not been stinted but most have not been frittered away. And most and most gratifying of all is the fact that New Brunswick enjoys an honest government. Public funds no longer find their way into the hands of grafters, middlemen or political parasites. There are no more suspense accounts and for every dollar paid one hundred cents worth of clean value is secured for the people. Compared with conditions as they existed under the Pugsley-Robinson plunderbund this is a great and a beneficial change.

AN OUTSIDE OPINION.

A very sane and unprejudiced view of the situation created by the withdrawal of the Empress steamers is taken by Canada, the well known English publication which deals with Canadian matters. Under the heading "The Battle of the Rival Ports," Canada has this to say:

An echo of the naval and ship-building controversy in Canada is found in the heated articles published in the local press of the cities of St. John and Halifax regarding the claims of the respective ports to be the terminals of the Canadian trans-Atlantic mail service during the coming winter. It may be remembered that when the question of installing naval dockyards capable of constructing modern warships of large size was first mooted by the Laurier Government the rival claims were

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

One of the worst mine disasters in Canadian history occurred thirty-three years ago today, when an explosion in the Ford Pit, in the Pictou Fields of Nova Scotia, cost the lives of forty-four workmen. The explosion came early in the morning, just as the men were going to work. Seven colliers were taken from the mine in an unconscious condition. Many men who were in a different part of the mine escaped through tunnels which connected the pit with the Deep Seam mine. Just a month before the disaster of November 12, 1880, six men had been killed in the same mine when water from an abandoned mine broke through into the Ford Pit. The two disasters damaged the mine to such an extent that it has never been fully repaired.

The Grand Trunk Railway was opened from Quebec to Toronto fifty-seven years ago today. The "Grand Trunk" then had 820 miles of lines, and the total railway mileage of Canada was less than 2,000. Next to the Grand Trunk, the most important railway in the world was the Great Western, which connected the Niagara river with the western frontier of the province.

THE PASSING DAY

THE BIRTHDAY OF BAGDAD

Bagdad, in the days of its greatest glory, the metropolis of the world, will celebrate today the 1,500th anniversary of its founding by Caliph Almansur. It was in the ninth century that Haroun Al Raschid, of blessed memory, raised the city to its high degree of splendor. The ancient Mesopotamian municipality, known to Occidental readers as the scene of the exploits of the "Arabian Nights," is likely to again become an important trade centre by the building of the Baghdad railway. The railway passes Taurus, the birthplace of the city, and the ruins of Nineveh and Babylon, the crumbled capitals of the ancient world. Near Bagdad the vast palace of King Nebuchadnezzar, Bagdad's grandeur has vanished almost as completely as that of Potosi, the Bolivian town of silver. In Bagdad the metropolis of the new world. The railway, however, is likely to restore at least in part the prosperity of the city. The railway is a link between the old world and the new world, linked by a band of steel. Already the one-time brilliant capital of the caliph is awakening from its slumber and stretching out an eager, itching palm to the advance guard of the tourist army that will soon advance from the East to the West. The immortal name of Haroun Al Raschid. The new world congratulates the fall of the old on its birthday, and wishes it many happy returns.

THE HUMAN PROCESSION

A FAMOUS EDITOR.

James Creelman, famous throughout America as editor, magazine writer and war correspondent, is a native of Montreal and will celebrate his forty-fourth birthday today. He was educated in the public schools of Canada and in Talmage's Lay Theological College. At twenty-seven he was given an opportunity to display his journalistic ability as a reporter on the New York Herald. The young Canadian was not slow in making good, and within a short time he was the occupant of an editorial chair. In 1890 he was given editorial charge of the New York edition of the Herald, and in the following year went to Paris as editor of the edition of the Herald published in the French capital. After a brief experience as British editor of the Cosmopolitan Magazine, he turned correspondent, and reported the Japanese war of 1894. From the New York World, from the Orient he went to the Near East to "cover" the Greece-Turkish war for the New York Journal. He was the correspondent of that paper in Cuba during the Spanish-American war, and then proceeded to the Philippines to describe the benevolent assimilation of the islands. He was then in Manila when several occasions Mr. Creelman had narrow escapes from death, and while fighting as a soldier in the cause of Cuba Libre in 1898 he was shot and almost mortally wounded, after he had received the surrender of the Spanish commandant at El Caney. For a time his life was despaired of, but a strong constitution carried him through. After the cruel wars were over he was editor and Washington correspondent of the New York Journal, and then special and editorial writer for the New York World for several years. He then turned to the magazine field and for several years was one of the editors of Pearson's Magazine. Last year, as president of the Municipal Civil Service Commission and one of the valued advisors of the late Mayor Gaynor, he visited England and the continent to study the police systems of European cities. This year he joined the editorial staff of the New York Evening Mail and was largely responsible for the big "beat" scored by that paper in securing an exclusive and sensational statement from former Governor Sulzer. During the course of his long newspaper experience in America and Europe, Mr. Creelman has interviewed many of the foremost men of the world, among them Leo XIII, Tolstoy, Kossuth, Bismarck, Faure, Stanley, and various kings and emperors.

THE DECENT WAY.

"The Times has no apology to offer to the St. John Standard or to the proprietor of any moving picture show for its protest against that class of theatricals which anybody with a grain of common sense knows have a pernicious influence upon the young mind. It has no apology to make to one censor or four censors, who may have passed as eminently proper such pictures as those of the wild west to which this paper referred last evening."

May we point out to the humanitarian Times that neither The Standard, the moving picture house proprietors nor the censors expected an apology. But if the Times desires to be decent it will at least apologize to the two suffering families to whom it directed undesirable and unnecessary attention by printing a coarse, objectionable and misleading cartoon at a most unfortunate time.

The Halifax Chronicle yesterday said editorially: "Every steamer which returns from the North brings fresh proof of the bungling which characterized the Government's handling of the Terminus of the Hudson Bay Railroad at Port Nelson."

The St. John Telegraph a few days ago published a despatch dealing with Port Nelson, which evidently emanated from the Grit press bureau at Ottawa, and which it headed, "Costly Bungling of the Government." Then a St. John man who had been employed at Port Nelson came into the city and contradicted both of them. Truly the way of the Grit liar is tortuous and full of trouble.

"The Standard itself is not very high class vaudeville," observes the Times. From a journal rapidly deteriorating into the farce comedy class, this comes with all the force of an expert opinion. We weep.

IN LIGHTER VEIN

Its Style.

"After all, it was the poor wooer who won the heiress."
"Yes, and wasn't it a rich joke?"

At Least One.

"Everyone has some secret sorrow," says a philosophizing friend. "Even the fattest and jolliest of us has a skeleton in his midst."

Useless Information

Wheelbarrows are unknown in Iceland. Borneo exports no ice cream. In Chicago 17,715 cigar stumps are thrown away every hour. The average number of oysters in a stew is three. Indiana produces 4,000 dialect poems per month.

Plenty

Tommy, having disposed of three helpings of sausage and doughnuts, sat mournfully regarding his empty plate. Observing his pensive expression, Aunt Sarah kindly asked, "Tommy, won't you have some more doughnuts?"

"No'm," the poor lad replied, with feeling emphasis, "I don't want them I got now."

Evident

In a registration booth in San Francisco an old colored woman had just finished registering for the first time. "Am you shore," she asked the clerk, "dat Ise done all I has to do?" "Quite sure," replied the clerk; "you see it's very simple. 'I'd ought to knowed it,' said the old woman. 'If those fool men folks been doing it all dese years, I might 'a' knowed it was a powerful simple process.'"

What She Wanted.

She walked into the public library and sweetly said: "I would like 'The Red Boat,' please." The librarian diligently searched the catalogue and came back with: "I don't think we have such a book." Pushing a bit she said sweetly: "Maybe the title is 'The Scarlet Yacht.'"

Again he looked, with the same result. Then, with her pretty fingers she dove into her bag, consulted a slip of paper and said: "Oh, I beg your pardon, I mean the 'Rubaiyat.'"

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Marks on Life's Pathway

Wife—We have been married twenty years, and not once have I missed baking you a cake on your birthday. Have I dear?
Hubby—No, my pet. I can look back upon those cakes as milestones in my life.

Condolences

Mrs. Hen was in tears; one of her little ones had been sacrificed to make a repast for a visiting clergyman. "Cheer up, madame," said the rooster, comfortingly. "You should rejoice that your son is entering the ministry. He was poorly qualified for a lay member, anyway."

DR. A. W. CHASE'S 25c. CATARRH POWDER

Is sent direct to the diseased parts by the Improved Blower. Heals the ulcer, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. Use a box a blow from. Accept no substitutes. All dealers or Dr. Chase, Boston & Co., Limited, Toronto.

Evening Footwear

Satin Pumps in Black and Colors, to match the gowns, are very popular. Prices from \$3.00 to \$5.00.

Patent Pumps with a variety of buckles and bows for trimmings are next in vogue. Prices from \$3.00 to \$4.50.

Suede Pumps, Dull Calf Pumps, Vici and Patent Strap Slippers, from \$1.75 to \$4.50.

For Gentlemen, the plain Goodyear Welt or Turned Sewed Pump is the leading seller, Dull Calf or Patent. Prices \$3.00, \$3.50, \$4, \$4.50, \$4.75.

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QUEER CASE UP IN COURT AT CAPITAL

Developments in Evans Smith Trial Closely Resemble those of Harry Thaw's.

Special to The Standard. Fredericton, Nov. 11.—Proceeding in the case of Eva Smith, the 13 year old girl who is wanted in Halifax on a charge brought under the vagrancy act, have been halted until tomorrow and may then be continued for a day or two as both A. R. Sillp and Percy A. Guthrie, the lawyers engaged in the case, are planning to be out of town tomorrow.

Efforts were made this afternoon to have the case come on before Judge Wilson again, the girl having been returned to the jail by her friends. The case stands at present in a limbo position and on which side was brought back from Fredericton Junction is said to remain undecided and it is believed that the representatives of the Nova Scotia authorities will move for the discharge of the girl so that she can be taken to Halifax where she will have to face a charge laid against her. The case is attracting a lot of attention on account of the kaleidoscopic developments of the past twenty-four hours. The points involved are somewhat similar to those in Harry Thaw's case.

REPORTS SHOW MUCH PROGRESS FOR YEAR

Carleton County Agricultural Society in Excellent Standing—\$7,000 to Buy Fair Grounds.

Special to The Standard. Woodstock, N. B., Nov. 11.—The annual meeting of the Carleton County Agricultural Society was held today with a large attendance of members. The finance reports showed that the society had some \$7,000 on hand which to purchase grounds and erect buildings for society purposes for coming spring. The following officers were elected: C. L. Smith, president; H. E. Lagger, vice-president; G. W. Shill, 2nd vice-president; A. D. Holyoak, secretary. A committee was appointed to report upon where grounds can be obtained for the proposed exhibition buildings.

CHICAGO WOMAN THE RICHEST IN WORLD

Chicago, Ill., Nov. 11.—Mrs. H. Swift Morris was the richest woman in the world, the \$20,000,000 estate of her husband, Edward Morris, by the will filed in probate court here today. This division of the packer's estate makes Mrs. Morris, who inherited a large fortune from her father, one of the wealthiest women in the world. Charitable bequests total \$215,000 among twenty-one beneficiaries named by the testators and others named the widow, who is given \$50,000 to be distributed among such charities as she shall select. The largest bequest is one of \$5,000 to the pension fund of Morris's company, of which firm the testator was the head. The remainder of the estate goes to Mrs. Morris and her four children.

HEAD GOT BALD

Very Itchy. When Brushed, Dandruff All Over. Hair Came Out in Great Bunches. Cuticura Soap and Cuticura Ointment Cured Head in Three Weeks.

15 Hallam St., Toronto, Ont.—"After two years ago the dandruff began. My head was very itchy and I made it bald in places. It was very itchy and gave me a tendency to scratch it with my fingers. I was always wearing my hat whether in house or out. I never brushed my hair. I used Cuticura Soap and Cuticura Ointment. I washed with the Cuticura Soap and I applied the Cuticura Ointment and I got a great relief. After rubbing the same over and over I got a great relief. I went and got a cake of Cuticura Soap and a box of Cuticura Ointment. In three weeks they had cured my head." (Signed) Horn, May 18, 1912.

Cuticura Soap and Ointment do so for poor complexions, red, rough hands, dry skin and falling hair, and cost so little that it is almost criminal not to use it. A single set is often sufficient. Sold everywhere. For liberal free sample of Cuticura Soap, book and packet send to Foster & Chem. Corp., Dept. D, Boston, U. S.