

The Standard

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

SUBSCRIPTION.
Daily Edition, by Carrier, per year.....\$5.00
Daily Edition, by Mail, per year.....3.00
Semi-Weekly Edition, by Mail, per year.....1.00
Single Copies Two Cents.

TELEPHONE CALLS:
Business Office.....Main 1722
Editorial and News.....Main 1746

ST. JOHN, N. B., TUESDAY, JULY 23, 1912.

MR. PUGSLEY'S VIEWS ON NAVAL DEFENCE.

Mr. Pugsley has stepped into the limelight in the Montreal Herald to pay a last tribute to the memory of the Laurier naval policy. The occasion is fitting. At the Imperial Defence Conference, now in progress in London, between the British and Canadian Governments, arrangements are being made for the final obsequies. No one except Mr. Pugsley and his colleagues mourns the death of this ill-fated child. It was moribund before they were retired from office. And so Mr. Pugsley rises on this melancholy occasion to say a few kind words over the deceased. It is distressing to note how grief has affected his memory. In the interview in the Herald, which is dutifully made a front page feature in his organ, the Telegraph, Mr. Pugsley says, speaking of the Conference:

"I am satisfied that after the matter has been fully threshed out it will be generally recognized that a great mistake has been made in not awarding the contract for the construction of war vessels under the tenders received by the late Governments. Much valuable time has been lost and Mr. Borden is now proposing in England certain conditions in reference to the relations between the Dominion and the Empire which, even if desirable, will take years to bring about. Meanwhile, in the interests of Canada as well as of the Empire, every patriotic citizen will agree that something of a practical nature must be accomplished, and that the situation cannot be met by mere oratorical phrases and expressions of loyalty.

There are two points to be noted in Mr. Pugsley's remarks—his forgetfulness of a certain question he asked in the House of Commons last session and the answer he received; and his new found desire that something of a practical nature should be accomplished. As to the first point: when Parliament reassembled last January Mr. Pugsley put the following question to the Borden Government:

Having reference to the statement of the Minister of Marine and Fisheries, quoted in Hansard of the present session, page 179, as follows:

The fact is, and I have evidence that cannot be contradicted, and which I am prepared to give this House at any time if my statement is challenged, I have evidence that those vessels, under that contract, (referring to the tenders for the construction of cruisers and torpedo destroyers), and under the conditions, would not have been completed for six years from the time the contract was awarded, and by the end of the six years those vessels would have been obsolete, entirely unfit for the purposes for which they were designed.

WHAT IS THE EVIDENCE TO WHICH THE MINISTER OF MARINE AND FISHERIES REFERRED, AND WILL HE GIVE THE HOUSE SUCH EVIDENCE IN DETAIL?

On January 15th Mr. Hazen, for the Government, replied to Mr. Pugsley's question in the following terms:

In the conditions embodied by the late Government in their call for tenders for the construction of vessels for the Naval Service it was stipulated that the time allotted for the construction of the vessels would be six years.

In a memorandum from Admiral Kingsmill, dated October 9, 1911, it is stated that "OWING TO THE RAPIDITY WITH WHICH DESIGNS CHANGE IT IS ANTICIPATED THAT IF IT TAKES SIX YEARS TO COMPLETE THE PROGRAMME THE SHIPS WILL BE OUT OF DATE BEFORE THEY ARE COMPLETED."

Rear-Admiral Kingsmill was appointed Commander of the Marine and Naval Service of Canada under the Laurier Government. If there is any man who knows what the Laurier naval programme amounted to it is the Commander of the Naval Service. And he tells the people of Canada in his report that the whole outfit would be obsolete before it was completed. Mr. Pugsley overlooks this report when he expresses himself as satisfied that "a great mistake" was made in not awarding the contract under the tenders received by the late Government. Why did not the late Government award the contract? They received the tenders on May 1, 1911. They had five months in which to act to prevent this "great mistake." Why was nothing done? Because they knew, just as Admiral Kingsmill knew, that to construct the navy demanded by the Laurier programme would have involved the expenditure of \$15,000,000 and at the end of six years, when the contract was to be completed, the vessels would have been obsolete and unfit for their purpose.

The "great mistake" was made at the Naval Defence Conference of August, 1909, a mistake which Mr. Borden and his colleagues are now in England with a mandate from the people to rectify. At that Conference the Laurier Government refused to consider the Admiralty's suggestion of a cash contribution; they refused the alternative construction of a fleet unit; they refused to co-operate with Australia and New Zealand on the Pacific; they refused to accede to the principle of Imperial control in war. They offered, finally, to construct a separate navy for Canadian defence only, with the proviso that it might be lent to the Mother Country in time of war by Order-in-Council. All the other Dominions in the Empire did their part either by providing fleet units or guaranteeing cash contributions. That was the "great mistake" and no more convincing evidence is necessary on this point than the fact that two years after the Conference, in August, 1911, as far as any practical work in constructing a navy was concerned, the Laurier Government had done nothing.

In the light of these facts there is a touch of grim humor in the other point in Mr. Pugsley's remarks. He thinks that "in the interests of Canada, as well as of the Empire, every patriotic citizen will agree that something of a practical nature should be accomplished." In another part of the interview Mr. Pugsley is even more explicit. He says: "What is really wanted by the people of Canada and the people of Great Britain as well, is to see a practical beginning toward the building of a Canadian navy, which would be of real service in time of danger."

No leader of the Conservative party could have described the situation in more fitting terms. It is precisely because the people of Canada realize that it is about time something should be done, that Sir Wilfrid Laurier is now in Opposition and Mr. Borden, as Prime Minister of Canada, is attending a Naval Defence Conference with the British Government. As to the actual

policy which the Government will recommend to the people, the outcome of the deliberations at the Conference will decide.

Mr. Pugsley adds one word of reproach. He does not think the situation can be met by mere oratorical phrases and expressions of loyalty. Undoubtedly that is true. The Naval Defence Conference is in session, we believe, three days a week. But Mr. Borden has another mission to perform. It devolves upon him as the spokesman of the people of this Dominion to remove for ever from the minds of our kinsmen across the sea the impression that Canada, as in the past, will stand idly by—the only Dominion in the Empire that refuses to bear her share in Imperial Defence.

That Mr. Borden realized he had this duty to fulfil was evident in the first speech he made at the Royal Colonial Institute. The following extract is taken from the report in the London Times:

It might not be amiss to repeat here before you one or two declarations that have already been made by myself and by others of my colleagues in Canada. The first of these, which is also near to your hearts and ever in your minds, is this, we realize, as you do, that the supremacy of Britain upon the seas is the very breath of life of the British Empire. (Loud Cheers.) And I should like to say that the races from which the Canadian people have sprung are not races that have in their past history shown themselves to be afraid of responsibility. (Cheers.) Another matter is the best means by which the naval supremacy of the Empire can be maintained.

I have always held the conviction, and I hold it today—I am saying no new thing to you tonight when I declare that in my opinion the sea defence of the Empire can best be secured by one Navy, (Cheers.) Our ideal has been one King, one Flag, one Empire, one Navy. (Loud Cheers.) One Navy, powerful enough to vindicate the flag and maintain the integrity of the Empire. (Cheers.)

One Navy! Neither Mr. Pugsley nor any member of the Laurier Government could have given expression to that sentiment—Optional Neutrality is their naval policy. But it is the sentiment of the Dominion, now hand in hand with her Sister Dominions throughout the Empire.

THE REPRESENTATIVE OF "THE INTERESTS."

When the Minister of Finance reduced the duty on cement the Liberal organs of the country received an answer to their criticisms of Mr. White from a quarter they least expected. It was darkly hinted when the Finance Minister received his appointment that he was the nominee of "the interests." Mr. Frank Oliver on one occasion in the House, when Mr. White confronted him, humbly withdrew certain insinuations he had made on that point. When the duty was reduced the only recourse left to the Liberal press was to sneer at the reduction on the ground that it was not sufficient to have any material benefit on building operations in the West.

In a recent despatch to The Standard the result of this relief to the West was more apparent. The importation of cement into the Dominion from the United States for June, 1911, was 55,546 barrels, whilst the figures for June, 1912, showed 171,395. The Province of Alberta, for instance, during the month of June, 1911, imported 36,985. Of the 171,395 barrels of cement imported from the above source, 150,000 went to the Western Provinces.

Commenting on this result the Calgary Herald points out that these importations have had no serious effect on the business of Canadian cement manufacturers. The Maritime Provinces, which have for some years been in the habit of importing cement from Great Britain, have been unable to do so this summer owing to the dock strike in the Old Country. In this way the East as well as the West benefitted from Mr. White's timely action.

STILL KEEPING SOBER.

Dismay has been occasioned in temperance circles by the returns showing that the Canadian consumption of intoxicating liquor per head was some twelve per cent. greater in 1911 than in 1910. The statistics of drinking as shown by the excise and customs return of liquor consumed have been closely watched by students of social questions. Comfort has been extracted from the fact that the people of Canada did not drink so much as those of certain other countries, and especially that the returns showed a gradual though slow decrease in the quantity per head consumed by the people. It was therefore a rather startling announcement that the quantity of spirits taken by each of the Canadian people on the average, increased in one year by more than the decrease in ten years.

But there is an explanation. In 1910 the quantity was supposed to be divided among nearly 7,900,000 people, which was the estimated number in the country. The quantity consumed in 1911 is distributed among the people counted by the enumerators, which is half a million less. But the actual population in 1911 was some 400,000 more than that of 1910, so that the mistake amounts to 800,000 or 900,000 or twelve per cent. of the population. If the liquor used in each year is divided into the proper number of portions, the increase per head disappears and the cause for anxiety is mitigated.

Current Comment

(Winnipeg Free Press.)

More and more as the event recedes, it is clear that Bryan was the master mind of the Democratic convention. The "clever" scheme of the bosses to eliminate Bryan at the start by provoking him to embark on a hopeless fight for the temporary chairmanship worked to their own undoing.

(Ontario School Exercise.)

When we are very small there is more animal than Bony part so that his legs will bend easy, where when you get old they will not bend so good, when you grow old about all animal part leaves then you grow feeble and after a while you wither away in little portions until gone.

(Bobcaygeon Independent.)

The parents of twins in Toronto have had them christened Pansy Fuschia Chrysanthemum and Aster Primrose Dahlia. That is what comes of having these seed catalogues kicking around. If they are blessed with another pair of twins, perhaps they will take the dinner menu and select Pork Beef Mutton and Raspberry Plum Pumpkin.

(Winnipeg Post.)

Here is an aviator sued for divorce. Well, of all the impatient women! Couldn't she wait a few days and be a real widow?

(Hamilton Herald.)

It has been ascertained that it cost Chris. Columbus exactly \$7,000 to discover America. No one will deny that the achievement was worth the money.

(Ottawa Journal.)

The Italians keep on winning big victories in Tripoli, but those Arabs are so stupid they don't seem to know

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New York, N. Y., July 22.—Virtue may be its own reward, but the next time Charles Hertie, a messenger in the law offices of Rager Brothers, No. 375 Fulton street, Brooklyn, finds a pocketbook loaded with yellowbacks, he probably will ask the anxious owner to pay a reward in advance.

Hertie picked up a woman's pocketbook in Fulton street yesterday and on opening it was astonished to find \$1200 in bills and some change. He was still looking at his find and figuring how to spend it when he saw the owner, a handsomely groomed woman, looking all around on the sidewalk.

The boy asked her if she had lost a pocketbook, received a description that tallied with the one he had found, looking all around on the sidewalk. The boy asked her if she had lost a pocketbook, received a description that tallied with the one he had found, looking all around on the sidewalk.

The News in Short Meter

LOCAL.

Police Court.
The case against Mrs. Marie Macey, charged with keeping a house of ill repute in German street, was resumed in the police court yesterday morning. The policemen concerned, gave evidence as to the raid, and the case was adjourned. Two families named Nixon and Watson, resident on Hawthorne Avenue were represented in court by some members of each and there were charges and counter-charges of abusive language. The case turned out to be an ordinary backyard scrap and was indefinitely adjourned to permit one of the families to remove to another place of residence, which, it is hoped by court officials, will have the effect of restoring quietness to the neighborhood.

Accident.

John Gillis and Eric Thompson were thrown from a team while driving in Westford on Sunday. They were slightly injured and the carriage which they were driving was somewhat damaged.

Competing for Lee Brickyards.

Local men are competing with British interests for the purchase of the Lee brickyards with the intention of establishing a modern brick making industry there.

PROVINCIAL.

House Burned at Chatham.

Chatham, July 22.—James Pino's house at Little Branch near here, was destroyed by fire yesterday. The barns and contents were saved. It is believed the fire caught from a defective flue.

Industry May Leave Woodstock.

Chatham, July 22.—It is understood here that the Maritime Machine Works Limited may remove from Woodstock to Chatham as soon as the new line of railway is built.

Died in Boston.

Moncton, July 22.—Miss Mildred M. Keith, who graduated in nursing in Melrose, Mass., last year, died in Boston on Sunday. She was 30 years of age.

A New Company.

St. Andrews, July 22.—The organization of the St. Croix Docks and Railway Co. was perfected at a meeting held here this week when directors were chosen as follows: F. P. McCall, F. M. Murchie, G. D. Grimmer, G. J. Clarke, D. P. McEwen and W. H. Berry. Subsequently F. P. McCall was elected president, F. M. Murchie, vice-president, G. D. Grimmer treasurer, and W. H. Berry secretary. The capital stock is placed at \$49,900. It was decided to commence the survey of the proposed road from St. Stephen to the Ledge at once and to make application to the Dominion government for a survey of the harbor and site of proposed docks at Oak Point.

Moncton Girl Arrested.

Moncton, July 22.—Emma Lutes, who was sentenced some time ago on a charge of vagrancy and taken to the Salvation Army Home in St. John from which she escaped, has been arrested. She appeared in the police court this morning, and was sent to jail in Dorchester for six months, where she will be taken unless a home can be found for her.

GENERAL.

It Titanic's Captain Alive?

Baltimore, Md., July 22.—It is reported here that Capt. Smith, of the ill-fated steamer Titanic, has been seen alive in the streets of Baltimore by a man named Peter Pryal, a retired mariner of that city, who was a quartermaster on the White Star liner Majestic when Capt. Smith commanded her 30 years ago. Pryal claims he met Capt. Smith on the street and spoke to him.

FAMINE SPREADS IN NICARAGUA

San Juan Del Sur, Nicaragua, July 22.—Perpetuation of the present state of affairs will add the Americans, was the statement made by a high official here today. It signifies the starving of the middle and lower classes, it is argued, for the benefit of Wall street bankers who have formed a small native oligarchy.

The chief revenues of Nicaragua are administered by high salaried Americans, and the cost of living has increased enormously. Outlying villagers are living on wild honey, owing to the failure of the crops and the prohibitive price of foreign cereals.

American banks are about to be established. They will not issue gold, but will issue silver and copper to the nominal gold value of the money lent to the government for current expenses.

There was a report here today that Adolfo Diaz, president of Nicaragua, intends to board an American warship at Corinto and from it request the Nicaraguan war minister, General Luis Mena, to resign his portfolio and deliver the arms and ammunition in his possession to the Nicaraguan government.

It is further said that if General Diaz refuses to comply, President Diaz will request the American authorities to compel him to do so.

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