

The Standard

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ST. JOHN, N. B., FRIDAY, JANUARY 10, 1913.

THE LEGISLATURE.

The Provincial Legislature has been called to meet for the transaction of business on February 13th. This is earlier than last year, by about three weeks, when the opening was fixed for March 7th. An early session of the Legislature is always appreciated by the members, as they get home to attend to business before the opening of navigation.

How long the session will last is a problem that cannot be solved at the opening, as it depends very largely on the number of bills, public and private, brought before the House. No inkling of the Government's session programme has leaked out, but it may be taken for granted that it will not be barren of useful and needed legislation.

So many important measures have been passed upon in the past four or five years that not much remains for consideration, but new ideas are being brought forward all the time and, no doubt, some of them will come up for consideration. It will not, however, be a session like that of 1912, when such vast projects as the Valley Railway, the Milne Railway, the development of the Albert shales, came up for consideration, though it is possible that the Grand Falls Power proposition will be finally dealt with in such a way that operations will commence there at a comparatively early date.

The House will contain many new faces and old ones will be missing. Not a single member of the Opposition which courted Mr. Fleming from 1908 to 1912 will be seen. Every one either perished in the general election or failed to get a nomination. The only representatives of the old Administration are men who sit in the House for the first time this year. The House will have two more members than the last House, the increased representation coming, one from the city of Moncton, and the other from the county of Gloucester.

It is not likely that the debate on the address will be prolonged this year. This makes it necessary for private legislation to be introduced early in the session. It has been the custom to extend the time for introducing private bills till a few days from the end of the session. This practice, it is said, will be discontinued this year, and bills held beyond the time limit established at the beginning of the session stand a very good chance of being shut out altogether. If this rule is adhered to the length of the session will be considerably cut down.

THE PANAMA QUESTION.

President Taft's idea of submitting the Panama Canal tolls question to arbitration, when first presented, met with general approval. Now that the President of the United States has fully outlined his plan to arbitrate the question there has been a complete reversal of opinion regarding Mr. Taft's action, which is now denounced as strongly as it was praised when originally made. It is not the President's view that the right of the United States to grant American coastwise vessels the free use of the canal should be submitted to the Hague Tribunal, but that the Board of Arbitration should consist of an equal number of representatives of the United States and Great Britain. It would be a most remarkable thing indeed if such a board would ever reach a decision, and Mr. Taft, with his legal knowledge, must have been aware of this when he proposed such a jug-handled arrangement for no decision in such a case as the Panama Canal tolls question is as good as a victory for the United States.

On the other hand, it is asserted by Mr. Taft, that the United States would not get justice in a court composed largely of Europeans, as every nation of Europe has an interest in the question, which would warp their judgment and the decision of the arbitrators would then be against the United States.

The fact is that the United States is in a most awkward position, and there is a strong feeling in all sections that the only course open is the repeal of the obnoxious clauses of the law, and that the repeal should be passed without further delay. This is the sentiment which pervades outside the Senate and to some extent within. Arbitration has few friends in the Senate and many enemies. The latest news on the difficulties attending Mr. Taft's policy of even a jug-handled arbitration, when it gets to the Senate, if it ever does, are set forth in a despatch from Washington to the New York Herald. The despatch says:

"It would be much easier for the opponents of the 'free tolls' clause to get a majority vote in the House and Senate to repeal the clause, to induce the Senate to agree to arbitration either now or in the future.

"Representative Thelus W. Sims, of Tennessee, a prominent Democratic member of the House Committee on Interstate and Foreign Commerce, said to a Herald reporter after hearing of the President's suggestion:

"The thing to do is to repeal the provision of the Panama Act which grants free use of the canal to American coastwise ships. It never should have been passed. It was a mistake that should be speedily rectified. Its repeal would save the United States a lot of trouble."

"Mr. Sims introduced a bill for the repeal of the clause at the close of the last session of Congress. He expects that Representative William C. Adamson, of Georgia, chairman of the Interstate and Foreign Commerce Committee, will return to Washington soon and call a meeting of his committee to consider the bill. Mr. Adamson is in favor of repealing the clause, and so are a majority of the members of the committee unless some of them have changed their minds since last summer.

"Representative Swager Sherley, of Kentucky, chairman of the House Subcommittee on Fortifications, who has made trips to the Isthmus and is deeply interested in canal matters, said:

"Aside from the Hay-Pauncefote treaty stipulations I believe the United States should never have granted free use of the canal to American ships. It is in the nature of a subsidy. Let us repeal this mistaken provision. That is the only sensible way out of the difficulty."

"The difficulty of getting the Senate to agree to arbitration may be seen from a poll taken by the Herald on December 13, which showed only thirteen Senators avowedly for arbitration, while thirty were against it and eighteen non-committal.

"The sentiment in favor of the repeal has been growing since the Panama Bill was passed. This was due first to the British protest and, second, to the belief of many members of the House and Senate

that a subsidy has been granted to a shipping monopoly which does not need it, and which will be the terms of this exemption be relieved from paying any of the expenses of the canal. President Taft in a message to Congress in 1911 said that the expenses of operating the canal should be borne by the shipping which uses it."

Ambassador Bryce submitted Great Britain's formal protest early last month and it was promised prompt consideration, although Secretary Knox, through whom it was presented, stated that its importance meant that time would be necessary.

Mr. Taft and his friends have only until March to deal with the question before it must be passed over to the new President and a new Senate to act upon. It has been asserted that the guiding hand in this matter was moved to secure free tolls for American coastwise traffic through the canal because it was the belief of those who support the measure that they could do as they pleased as Britain would not declare war on the United States. If this be so it does not display a very high national standard, but in all their dealings with the Mother Country, where Canadian interests were concerned, the United States has done many small things for the purpose of retarding the growth of Canada, which this country has accepted after mild protest.

Dealing with what might happen, a Washington authority says:

"There is a wide range of action open to Great Britain and the United States should they agree to arbitrate. The framing of the special agreement which must precede any appeal to an arbitral tribunal affords opportunity for precise delimitation of the question at issue. The special agreement must also define and limit the powers of the arbitrators. This step is generally regarded as the most vital part of the entire procedure short of the actual argumentation.

"Great Britain reserves the right, according to the arbitration treaty, to refer the special agreement to the Government of any of her Dominions if it concerns the interests of one or more of her colonies. In the canal dispute Canada unquestionably would have an opportunity to pass upon the agreement. In view of the bitterness shown in the Canadian Parliament over the canal controversy, which strikes hard at the interests of Canada, it is believed trouble may be expected from that quarter."

ONTARIO SILVER MINES.

Few people in the Maritime Provinces have any idea of the value of the Ontario silver mines to the country, generally, and particularly to the Province of Quebec. Up to the present date there is no sign of their depletion though there is less high grade ore raised now, as compared with the total, than in the early days of the camp. The yield is on the increase and from all that can be gathered will continue to increase. The Monetary Times, in a recent article on silver mining results in Ontario, says: The quantity of silver produced in Ontario during 1911 was \$1,507,830 fine ounces, for which the mill owners received a total of \$1,953,895. This compares with an output for 1910 of 30,651,417 ounces, worth \$15,813,222, being an increase in quantity of 856,463 ounces and in value of \$472,573. The entire production was from the mines of Cobalt, and its subsidiary camps, South Lorrain and Gowganda, with the exception of 89 ounces recovered from the bullion of gold mines, the findings of Mr. T. W. Gibson, Deputy Minister of Mines, contained in the twenty-first annual report of Ontario's bureau of mines. From the time of their opening in 1904, the Cobalt mines have had a total output of almost 126 millions of ounces, worth over 64 millions of dollars. The number of producing mines was 34, counting as one mine all the properties owned by the same company or firm. The total production was thus distributed between Cobalt and the smaller camps:

	Ounces.
Cobalt proper	30,105,192
South Lorrain	933,912
Gowganda	468,687
Total	31,507,791

The shipments from Cobalt for the year comprised 17,273 tons of ore, 9,393 tons of concentrates and 3,141,976 ounces of bullion, compared with 27,485 tons of ore, 6,874 tons of concentrates, and 930,833 ounces of bullion in 1910. The tonnage shipments, however, have ceased to be an index to the activity of production of the mines, since concentration of low grade ores and the adoption of refining processes on the spot have become marked features in camp practice. The result of these is to lessen the gross weight of the material requiring to be shipped away.

The concentrating plants at the end of 1911 had a total capacity of about 1,730 tons of ore per day. During the year the quantity of ore subjected to concentration was 357,782 tons, which produced 9,443 tons of concentrates. Shipments amounted to 9,393 tons. The bulk of the ore was treated in the works of the mines from which it was raised, but a considerable tonnage was manipulated at the custom plants of the Northern Concentrators, Nova Scotia and Nipissing Reduction Companies. Dividing the quantity of silver recovered by the number of tons of ore put through the concentrators would give 21.6 ounces of silver recovered per ton of ore. On the assumption that the average recovery was about 85 per cent, it would seem that the average contents of the ore, as it was sent to the mills, was about 25.4 ounces per ton.

Current Comment

A Western View.
(Edmonton Journal.)

Mr. Foster in his speech on the naval debate declared that the Government had confidential information from the Admiralty which placed the international situation in a much more serious light than the published memorandum did. For this statement he is being denounced as a booby man. Surely it is not hard to believe that what he says is quite true. The British authorities were not likely in the report which they prepared for publication to admit the full extent of their fears. They trust the Canadian people to use a little common sense in sifting out that document and to do a little judicious reading between the lines. These are not matters that on a state report can be discussed with absolute candor.

Where Canada Leads.
(Montreal Gazette.)

According to the Railway Age Gazette, of the 5,441 miles of new railway built in North America in 1912, the United States share was 2,997 miles, that of Canada 2,232 miles and that of Mexico 212 miles. Canada's rate of progress, population and available area considered, is greatly in excess of that of her neighbors. Evidently the railway builder in the north has a big share of the old faith in the country that keeps the locomotive at the end of track a little ahead of the men who are to make business for it.

A Roland for Oliver.
(Toronto Mail and Empire.)

Hon. Frank Oliver could keep his seat when his fellow-members of the House sang the National Anthem. We doubt if he will do so when his constituents have finished their voting in the next Dominion elections.

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NEWS IN SHORT METRE

LOCAL.

Another St. John Man Makes Good.

There will be interest here in the following from last Friday's Ottawa Journal: "Charles M. Armstrong, son of E. J. Armstrong, 136 First Avenue, who, for the last year has been on the staff of the city ticket office of the C. P. R. will leave Ottawa on January 15, for Montreal, where his experience and ability have been recognized by the management of the Allan Shipping Lines, by placing him in charge of the first class cabin ticket department of their business." Mr. Armstrong is a St. John boy and his many friends here will congratulate him on his success.

Police Court.

Two prisoners charged with drunkenness were fined \$8 or 20 days in jail. George Allan, charged with stealing an overcoat from Lennel Colwell, was allowed out on suspended sentence. Samuel Craig, charged with stealing a case of whiskey from Sand Point, was sentenced to two months in jail with hard labor. Alfred E. Gibbs, charged with shooting Leo Quilman, was committed to stand trial at the next sitting of the county court. Edward Delanger, a Frenchman, arrested several weeks ago for lying and lurking near Hon. J. D. Hazen's home on Hazen street, was brought in and further remanded. An effort will be made to have him deported.

PROVINCIAL.

Enthusiastic Good Roads Meeting.

Fredericton, Jan. 9.—The York county council held an enthusiastic good roads meeting last evening. Most of the resolutions adopted by the St. John Good Roads Association were heavily endorsed by the council. The councilors said that he had it from good authority that the local government would spend two million dollars in construction of permanent roads. It was decided to form a good roads association for York.

GENERAL.

Man Shows No Improvement.

London, Jan. 9.—"Man has shown no improvement either in intellect or morals, from the days of the earliest Egyptians and Syrians down to the keeling of the latest Dreadnought," according to a survey which Dr. Alfred Russell Wallace, known as the "Grand old man of Science," completed on the eve of his 90th birthday yesterday.

A Terrible Accident.

Hamilton, Jan. 9.—Hugh Kelly, G.T. R. car inspector, who had both hands cut off and was otherwise terribly injured in an accident, was fully conscious after being taken to the hospital, and his first thought was for his family. He had not made a will, so he summoned a lawyer to draw one up. He signed the will by holding the pen in his mouth.

Nero's Villa Found.

Rome, Jan. 9.—At Abzio, a fishing town and bathing resort thirty miles from Rome, in a clear, calm sea, after the recent storms, men discovered extensive remains of Nero's villa submerged 200 yards from shore. They saw a lot of broken columns or statuary, some of which they recovered, also a colossal female head.

A Remarkable Operation.

St. Louis, Mo., Jan. 9.—Five square feet of skin from dogs being grafted by Dr. S. A. Van Hoefen, Jr., on Ralph Kerla's seven-year-old son of Mr. and Mrs. Frederick Kerla, in Baden. The lad was burned, played with fire, five weeks ago, and one-fourth of the grafting has been completed. At least 12 dogs will be sacrificed in an effort to save the life of the child.

FUNERALS.

Rev. Dr. T. W. Street.

The body of Rev. T. W. Street was laid at rest yesterday afternoon in Cedar Hill after having lain in state throughout his day in the church of St. Jude's church, in West St. John, where watch was kept from a little after 8 o'clock by his brother clergyman by whom it was held in so great respect and esteem. At eight o'clock yesterday morning the body was removed to the church from the residence at 221 St. George street. There followed the celebration of holy communion, with the rector, Rev. G. P. Scovill, as the celebrant, assisted by Rev. W. P. Dunham, rector of the Church of the Good Shepherd, Fairville.

After this service the body was conveyed to the residence of the church where numerous floral tributes were arranged about the casket, and there the clergyman kept watch throughout the day until 2:30 o'clock when the funeral services were begun. Many members of the Anglican ministry from different parts of the diocese were in attendance. Owing to his having been ill His Lordship Bishop Richardson was unable to attend, much to his regret, but he was represented by Venerable Archdeacon Raymond.

Rev. Mr. Scovill conducted the services in the church and at the grave. Canon Neales of Sussex, pronounced an eulogy on the worth of the late clergyman, speaking of his association with him for many long years, and dwelling at length upon his admirable character, his worth as a man and as a minister, and also touching upon his career in the church and the esteem with which he was held by the clergy and his parishioners in general.

At the close Rev. Dr. Raymond in a brief address, spoke on behalf of the bishop, making feeling and thoughtful reference to Rev. Mr. Street.

The body was then taken to Cedar Hill where interment took place, six of the clergymen acting as pallbearers. In the cortege were a great number of students of the University of New Brunswick, and many of the students of the law. Mr. George McDermott, Sydney street, Burial services were conducted by Rev. R. A. Armstrong, after which interment took place in the Church of England burying ground.

Mrs. Jane Brennan.

The funeral of Mrs. Jane Brennan took place yesterday afternoon at 2:30 o'clock from the residence of her sister-in-law, Mrs. George McDermott, Sydney street. Burial services were conducted by Rev. R. A. Armstrong, after which interment took place in the Church of England burying ground.

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Victoria.
Z. Gammeau, Mr. and Mrs. F. Russell, Quebec; H. W. Wood, Wolford; W. C. Cosman, St. Andrews; A. C. Hewitt, Toronto; Mrs. Dumbcock, Fredericton; H. H. Smith, Hamilton, Ont.; J. L. Chisholm, Mr. and Mrs. Gaudet, Halifax; H. B. Sawyer, Battle, Mon.; J. E. McCubbin, City; E. A. Smith, Hopewell Cape; J. D. Mitchell, Fredericton; J. L. McComb and wife, Sealby; C. G. Galtcomb, Fredericton; H. Jamieson, Vancouver; W. S. Hopkins, Moose Jaw; A. R. Gorham, Gorham's Bluff; J. Brown, Moncton; F. B. Dickson, Halifax; D. Fraser, Regina.
Royal.
C. S. Hickman, Dorchester; A. W. Bennett, F. B. Black, Sackville; J. K. Withers, Glasgow, Scot.; P. E. Johns, Moncton; P. A. Aubin, Ottawa; O. B. North, New Haven; S. T. Billings, Boston; G. D. Osgood, Sussex; J. E. Duffee, New York; R. L. Williams, E. F.
Bank Clerk Transferred.
Mr. Bruce, accountant of the Bank of Montreal in Amherst, has been transferred to a similar position in the bank's agency in this city.

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SATURDAY AFTERNOON
B. G. Donaldson
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Reached Port
Her Passenger

The Donaldson line David Taylor arrived yesterday afternoon from Sand Point about 3 p.m. Saturday brought on of general merchandise passenger list was made and 38 steered.

The voyage across ocean was marked by weather, which has the past few days. The ship steamed up the coast from the Atlantic to a thin layer of ice. The cabin passenger lists:

Miss Elizabeth B. well, Miss Lucy E. P. Brown, Miss B. J. Cowie, John B. D. cis, Mrs. Francis, Francis, Miss Viol, Pullerton, Mr. Grieve, Miss Jenny Kenn, Miss Victoria Kul, Dougal McCallum, Miss A. Michie, Motney, James N. George N. Sim, Smith, Mrs. Smylie, A. A. Marshall, Mary Thomson, William Yeudall, Jessie R. Yeudall, Yeudall, Master Yeudall, Master George Yeudall, P. Yeudall.

Chief's Case Closed.
The police inquiry before Judge Mac this morning, Dan will appear for recorder will appear.

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of the Gas,
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gestion, heartburn,
the food you eat
and stubborn lump
and you feel sick
when you realize
Diaphepsin. It m-
vanish in five mi-
if your stomachach-
revolt—if you can
please, for your
it's so needless to
ach—make your
food meal, then to
There will not be
Diaphepsin. "real-
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it's millions of
Get a large size
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is the quickest, a-
and cure known
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Parties in Scot-
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M