

The St. John Standard

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PERSISTENT FALSE STATEMENTS

With a persistence that would be admirable if devoted to the cause of truth, the Liberal press continues to repeat that Mr. Borden's proposals on the Naval Aid Bill constitute a policy of "permanent contributions," evidently in the hope that constant repetition will carry conviction. Nothing more false has been said in all the Liberal campaign of misrepresentation. Mr. Borden's policy is not one of permanent contributions. The records of the past session show that time and again the Prime Minister distinctly stated that his permanent policy was not embraced in the Naval Aid Bill, and that his permanent policy would not be presented to the people of Canada for their decision until the next election.

All this is well known to Liberal organs. They know that Mr. Borden, in presenting his proposals, said: "It must be borne in mind that we are not undertaking or beginning a system of regular and periodical contributions. I agree with the resolution of this House in 1909, that the payment of such contributions would not be the most satisfactory solution of the question of defence." It is also on record that Mr. Borden said later in the debate in reply to fears of "permanent contribution," voiced by Sir Wilfrid Laurier: "The right honorable gentleman has reiterated over and over again in the course of his remarks that this is a policy of permanent contribution. I desire, speaking on my own responsibility as a member of the Government, to take the strongest possible exception to the statements which he has made. I say in the first place that it is not a policy of contribution at all. I say in the second place that it is not a permanent policy."

In support of Mr. Borden's statement that his policy is not one of contribution it is worth while recalling that the Naval Aid Bill provided simply for the payment of \$35,000,000 for the construction of three super-dreadnoughts in British shipyards. They were not to be given to Great Britain. They were to be Canadian ships, the property of Canada, just as the battle cruiser New Zealand, which has just left the Pacific coast, belongs to New Zealand, and like the New Zealand battle cruiser, the ships were to form part of the Imperial Squadron that would visualize the unity of Empire, and speak to the world of its might and power. So emphatically was Canadian ownership established it was distinctly provided that on due notice being given the ships were to be subject to recall, if at any time it should be deemed advisable to organize a Canadian unit of the British navy.

Mr. Borden has been consistent, open and above-board in all his dealings with the naval question. His proposals were based on information received in consultation with the Admiralty and were backed by the memorandum showing the existence of an emergency. He was careful to explain that his measure was "for a temporary purpose and in response to a specified statement by the Admiralty." What good purpose, then, does the Liberal press hope to serve by persisting in the falsehood that the Government is committing the country to a policy of permanent contributions? It underestimates the intelligence of its readers if it thinks they can be so deluded in the face of the definite and clear statements of Mr. Borden.

CROP MOVING IMPROVEMENTS.

An instructive review of the improvements in crop moving in the West appears in the Toronto Mail and Empire giving facts and figures of general interest which are well worth quoting. "In eleven months from September 1, 1912, to August 1, 1913," says this journal, "over 175,000 cars of grain were inspected at Winnipeg, and many thousands more at Calgary. This is a record of crop traffic handling never before approached in Canadian history. It is reflected in some degree in another record this country has made in the last year, that of the quantity of wheat sold by us to Britain. In the eleven months to the end of February our shipments to the Motherland were over 80,000,000 bushels, as compared with the best previous record of 60,000,000 bushels. As enormous quantities of grain at the head of the lakes and in the West were released with the opening of navigation in April, the grain traffic for the harvest year of 1912-13 ending this August will make the figures for other years look exceedingly small. The present crop is near enough to maturity to assure that the crop movement of 1913-14 will be much larger than the record movement of 1912-13. In Saskatchewan alone the wheat yield is estimated at 125,000,000 bushels, compared with 95,000,000 bushels last year. Both Manitoba and Alberta will have yields of record size. "That the last crop was handled

without serious complaint from shippers about delays, congestion or car shortages, and that no fear exists about the adequacy of the preparations for moving the new crop, is a compliment to the railways and the Dominion Government, because when the present Administration took office in the Fall of 1911 a crop congestion of peculiar severity was oppressing the West, and prompt measures to "put it up to the railways" were imperative. During 1912 orders were placed by the three transcontinental railroads for 727 locomotives and 43,164 box cars, most of these being used directly or indirectly to enlarge the supply of rolling stock for Western traffic. As a matter of fact, the difficulty in 1911 was as much the inadequacy of terminals, delaying the return of cars, as anything else, and the expansion of these had as much place in creating better conditions as the additions to the rolling stock. There will, of course, be constant pressure on the railways to enlarge their equipment while the crop traffic each year becomes heavier. But the danger point of a big congestion has been passed. The finishing of the western section of the National Transcontinental Fall has ensured another Winter outlet. By the end of 1914 both the Canadian Northern line from Port Arthur eastward and the Hudson Bay line will be practically ready for traffic, ending all but very remote chances of a tie-up of traffic. The framework will then have been laid for a crop-moving system able to handle harvests several times as large as the West now raises, for without doubt water-carrying facilities will be made as serviceable in the work as the railway systems.

"Along with these are interior developments, such as terminal storage elevators. At a cost of several millions two of these elevators are being built at Moose Jaw and Saskatoon by the Dominion Government. Their function is chiefly to assist shippers of grain to obtain early inspection of their shipments, to encourage the retention of grain in store under certificates, thus making more easy and rapid the financing of grain in store. The equalizing of the crop traffic will enable the growers to market more economically, as well as put to larger practical use the new clauses in the Bank Act empowering banks to make loans to farmers on their grain. The progress of the crop-moving services has not by any means fully anticipated future needs, but their growth is at least much more nearly commensurate with the West's present requirements."

CO-EDUCATION IN ENGLAND.

There is often much theorizing on the subject of Education, and it is of interest to note an experiment which has proved remarkably successful in England in the case of St. George's school at Harpenden—one of the pioneer schools of the co-education movement. In this school, which educates both boys and girls from the kindergarten stage right up to the university age, the sexes work together in every class. In his annual report Rev. Cecil Grant, the headmaster of St. George's school, claims that the mixture of sexes renders possible an important reform, namely, the mixture of ages. He believes St. George's to be unique among the boarding schools of the world, in that boys and girls, of eighteen and nineteen, enjoying the full privileges of a public school, associated in a common life with children of six or seven years as closely as the mixture of ages of a family. This mixture of ages, he points out, has two advantages; for, firstly, it is becoming more and more clearly understood that education must be a single process, developing on one consistent plan from the cradle to manhood, and, secondly, there is scarcely any motive appealing so directly to the conscience of boys and girls at all ages as the recognition of a moral responsibility towards those a little younger than themselves. Experience has shown in this school that the mental difference between the sexes is one of kind rather than of degree, and that the result of teaching them together is not to benefit one sex at the expense of the other; but to enrich the mental equipment of both. It has been found possible to work both boys and girls together under this system up to the standard of University scholarships. Three open scholarships at Oxford University were won from this school in 1911-12.

Coal to Coal-Land.
 (Springfield Republican.)
 Carrying coals to Newcastle may have to give way in time to carrying coals to Alaska. A cargo of Australian coal has just been landed at Unalakleet for the use of government vessels, and after a voyage of 8,000 miles will cost approximately \$15 a ton. A few hundred miles inland from Unalakleet lie the much-talked-of but undeveloped coal veins which are supposed to contain coal of a superior quality.

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

GASPARD CORTEREAU.

Four centuries ago Portugal was the home of many brave and hardy navigators, who carried the flag of their native land to the unknown shores of both North and South America. One of these was Gaspard Cortereal, a native of Lisbon and the son of a noble Portuguese family, who, on this date, in the year 1500, sailed away from the mouth of the Tagus with two ships, bound for that new and strange land just discovered by Christopher Columbus. Cortereal had previously been engaged in the colonization of the Azores, and was of an adventurous disposition. The exploits of other navigators aroused in him the spirit of emulation, and he readily obtained the consent of his royal master to undertake the hazardous voyage.

The two ships crossed the Atlantic far to the north, and reached the shores of America in safety. He first touched, it is believed, the northern part of Newfoundland. He discovered the Gulf of St. Lawrence, and sailed far to the north, probably almost to the northern extremity of Labrador. He gave the name of Labrador, meaning laborer, to the country, because the natives appeared to him to be rugged and strong and capital material for slaves.

Before sailing homeward he made captives of fifty-seven Indians, and, arriving in Portugal, made a profitable sale of his prisoners. He immediately sailed on a second voyage, but was never heard of again. In 1502 his brother, Miguel, made a profitable sale of his prisoners. He immediately sailed on a second voyage, but was never heard of again. In 1502 his brother, Miguel, made a profitable sale of his prisoners. He immediately sailed on a second voyage, but was never heard of again.

FIRST THINGS
VIRGINIA DARE.
 The first child of English parents born in the New World was Virginia Dare. She was born 328 years ago today, August 18, 1587, at Roanoke, Va., where Dare and his young wife were members of an agricultural party sent out by Sir Walter Raleigh. Dare was the son-in-law of John White, the governor of the colony. The birth of the baby was a great event and her infancy she was the pet and pride of the colonists.

After cultivating the friendship of the Indians, and conferring on one of their chiefs the title of Lord of Roanoke—the first and last peerage created on the soil of what is now a United States republic—Governor White sailed away, leaving his daughter, son-in-law and infant grandchild behind. When he returned after a voyage of a cargo of potatoes in Ireland—White found Roanoke a desolation, and the Virginia Dare vanished from the pages of history. It is believed that the colonists mingled with the Indians, for long afterwards families of the Hatteras tribe exhibited marked English characteristics.

THE PASSING DAY

BICENTENARY OF LOUISBURG.

Just two centuries ago French settlers from Newfoundland landed on Cape Breton and there, on August 13, 1713, founded the town of Louisbourg, named in honor of Louis XIV, King of France. The site chosen was on an almost landlocked basin, guarded at its entrance by two promontories less than a mile apart. With an island in the centre of the narrow channel. To Louisbourg came Frenchmen from Acadia and others from Newfoundland, both of which countries had been awarded to England that year. The French government, perceiving the strategic importance of the site, almost immediately commenced fortifications on a gigantic scale, and soon Louisbourg became a veritable Gibraltar, and gained the name of "the Dunkirk of America."

Today, the bicentenary of the founding of Louisbourg, only a few mounds and crumbling masonry mark the site of the once "impregnable" fortress. Louisbourg no longer echoes the roar of battering rams and the shrieks of dying men, and only the dull boom of the Atlantic disturbs the silence in the little country town. For thirty years the French were engaged in fortifying Louisbourg, and millions were spent with the intention of making it the strongest fortress in America. The privateers who found refuge in its spacious harbor threatened the existence of New England's fishing industry, and in 1745 Governor Shirley of Massachusetts fitted out a fleet to co-operate with a British squadron under Commodore Warren, and dispatched it to Louisbourg. The siege was prosecuted with energy and after forty-nine days Duchambon, the French commander, capitulated, and Louisbourg fell into the hands of the English. In England the news was received with great rejoicing and bonfires and illuminations. Nevertheless, by the peace of Aix la Chapelle, in 1748, Louisbourg was restored to France.

In 1758 a British fleet, under Amherst, with the gallant Wolfe second in command, set out to retake Louisbourg. When the fleet appeared before Louisbourg the priests called the people to gather in the churches, and the simple peasants and fishermen prayed for a storm to destroy the enemy. Drucour put his trust in his guns, and made a gallant defence. For weeks the land batteries of Wolfe directed a heavy cannonade against the town, and made breaches in the massive walls. Drucour, wife of the commander, an Amazon among women, was almost constantly on the ramparts, encouraging the troops, sometimes even firing the guns. While the siege was at its hottest, General Amherst sent Mme. Drucour a gift of pinapples, and she returned the compliment with a basket of wine. In the end Louisbourg was reduced to a heap of ruins, and was forced to surrender. The inhabitants were transported to France in English ships, and the fortifications were ordered to be demolished by the British government. The dream was over.

GENERAL JOSE MONTEAGUDO MAY MEET EX-PRESIDENT GOMEZ IN NEW YORK.



GENERAL JOSE MONTEAGUDO.

It is reported that General Jose Monteaquedo, Commander in Chief of the Cuban Army, will meet José Miguel Gomez, former President of Cuba. The rumor also states that the former President is fomenting a revolution in Cuba, with a view to regaining his lost power.

IN LIGHTER VEIN

If They Had the Vote.

Mrs. Hatterson (an ardent suffragette).—"Well, I see by the paper this morning that the new banking and currency bill will add about five hundred millions to our currency." Hatterson (pleasantly).—"Yes, wish we might come in for some of it, don't you?"

Caution.

A boy who had been absent from school for several days returned with his throat carefully swathed, and presented this note to his teacher: "Please don't let my son learn any German today; his throat is so sore he can hardly speak English."—Everybody's Magazine.

Honeymoon Over.

Mrs. Eke—"My husband annoys me so by going out between the acts." When he returned after a performance of "The Merry Widow," she said: "My husband annoys me so by going out between the acts." When he returned after a performance of "The Merry Widow," she said: "My husband annoys me so by going out between the acts."

No Romance in These.

"Having announced that they were going to live in an apartment, I suppose the Jewsteds got a lot of useful presents."

A Slight Impediment.

Sister—"Why don't you marry her?" Brother—"She has a slight impediment in her speech." Sister—"What is it?" Brother—"She can't say 'Yes.'"

Fact.

"And what have you learned in your travels?" asked the Sage. "What knowledge have you gained?" "Well," replied the Rolling Stone, "I have discovered that if you want anything well done you must order it rare."

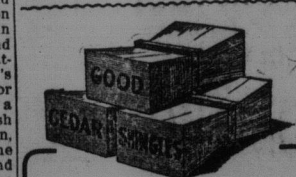
A Shortage.

Kitty—"They say, you know, that love makes the world go round." Marie—"Maybe; but it cannot make the eligible young men go round."—Boston Transcript.

The First Week in September

Is the beginning of our busy season. It is better not to wait till then. Get started before the rush begins. SEND FOR CATALOGUE.

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The Courageous Half.

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NOTICE TO FLOWER DONORS.

Persons contributing flowers for the Pythian Decoration Day ceremonies Thursday, may leave them not later than Wednesday afternoon at S. V. McMackin's, P. N. & Sons, or F. W. Munro's stores in North End; Hawker's drug store, Mill street; Mowatt's, Haymarket square; H. J. Dick's Charlotte street, and Brown's drug store, Union street. For those centrally located the Nickel Theatre Assembly rooms will be the depot, as it is here the ladies' committee bunch the flowers Wednesday evening. There are nearly one hundred graves to decorate and the Pythians will appreciate generous donations.

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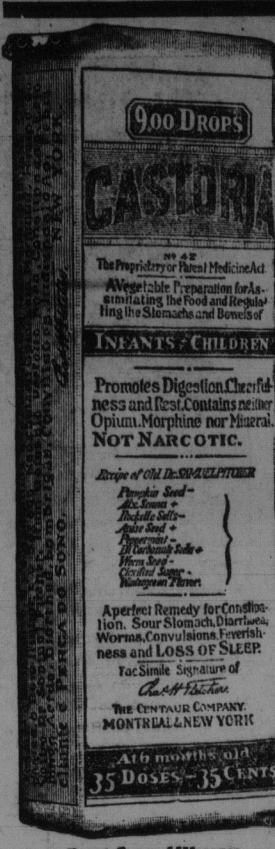
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CANADIAN OFFICE DIARIES FOR 1914

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SUICIDES IN HIS CELL AT DORCHESTER

Prisoner Used Shoe Laces and Suspenders to Hang Himself.

HAD SERVED FIVE TEN YEARS' SENTENCE

Was Serving Time Shooting Man - Disappointed Because Ticket Leave Did Not Come.

Special to The Standard.
 Dorchester, N. B., Aug. 17.—A prisoner named Chesley, a Jew, trade, committed suicide in the time pentitentiary about six o'clock last evening. He was about 35 years of age and belonged to Dorchester, N. S. He came here about years ago to serve ten years for a man he claimed attempted to rob him on the way home from place of business in the night. Last night he took his supper cell about five o'clock and a clock was found hanging from cell door by Guard. Mr. Bel while going the round in the corridor a noise he used his leather faces attached to his suspenders, which he stood on his cell, while he fastened the crude noose on the upper bar of the cell door, stepped off the stool. No inquest held.

Before going to his cell he interviewed with Chaplain Thomas, baptizing him in the prison, some six months ago. The inmate man was considered a good and well behaved prisoner. The act is attributed to the fact that he was disappointed in not securing ticket of leave as he expected.

N. B. & M. LEAGUE STANDINGS

CORRECT LEAGUE STANDINGS
 For the benefit of the baseball fans, it might be stated that the standing of the New Brunswick and Maine League as being published in The Standard is correct. It has been stated by other papers that this is wrong, but it has been checked by the league last May up to the played on Saturday last and has found correct in every detail. Other papers placed Frederic the lead of the league standing they won the game on Friday wins and 22 lost games; they right in the number of wins but have given them 23 lost games. Marathons were only credited wins when they had 38 won 2 lost games. St. Croix was only credited wins when they should have credited with 29 wins and 2 games. Bangor was credited with 16 games when they had lost 43. By the arranging of the teams make Frederic look much better than they are. The league with a percentage of 621, should be 610. On the other they will credit the Marathons percentage of 573 when it should be 585. They will also, today, give Croix a percentage of 509 when they should have 518 and they will Bangor 29 when this team have but 283. With the games won and lost four teams some papers will read 118 won and 118 games while the correct standing league, as shown in The Standard shows 120 games won and 120 lost. Every game counts in a league that is close and the correct set is what is needed. Secretary Donald of the N. B. & M. League has checked the games played this year and finds that the standing published in The Standard is the correct.

N. B. and Maine League Standings

Fredericton	36	23
Marathons	38	27
St. Croix	29	27
Bangor	17	43

American League Standings

Philadelphia	73	37
Cleveland	69	44
Washington	61	49
Chicago	60	55
Boston	53	55
Detroit	48	65
St. Louis	45	72
New York	37	69

National League Standings

New York	75	33
Pittsburgh	64	38
Philadelphia	60	51
Pittsburg	57	51
Brooklyn	47	58
Boston	43	61
Cincinnati	43	71
St. Louis	42	69

International League Standings

Newark	79	40
Rochester	66	52
Baltimore	64	57
Buffalo	59	59
Montreal	56	61
Toronto	54	65
Providence	53	66
Jersey City	45	72