

The St. John Standard

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ST. JOHN, N. B., FRIDAY, MAY 16, 1913.

CANADA'S LOYALTY VINDICATED.

The last word has been said by Mr. Borden and Sir Wilfrid Laurier on the naval proposals of the Government. Last night in the House of Commons the two Leaders declared their different policies, which their followers accept, and which the country will read today. The line of cleavage between the two parties was deeply marked and there can be no doubt as to the real issue. Mr. Borden, trumpet-tongued, announced again, as he has in the past, that Canada must now give immediate and effective aid to Great Britain. Sir Wilfrid Laurier adhered to his former policy of a Canadian navy composed of two fleet units manned by Canadian seamen. The Conservative policy was one of national self-respect. The Liberal policy was an indefinite something buoyed up by the hope that England will never be in danger.

Premier Borden's utterance was history. It breathed manliness and courage. It made of Canada a great factor in maintaining British supremacy and thus safeguarding the interests of the Empire. It was Mr. Borden at his best, treating a big subject in a big way. Sir Wilfrid Laurier's position can best be summed up in his final action—that of moving the six months' hoist. It was a characteristic move on the part of one who has always been a dilettante in affairs where Imperial Defence has been concerned.

Notwithstanding all that Opposition speakers have said, last night the fatal blow was given to the myths that Mr. Borden's present proposals were to be the permanent policy of the Government. In terms clear and unmistakable the Prime Minister announced that the present contribution was one to help Britain in her hour of need. And, as he pointed out, since the present discussion has begun a careful Statesman like Sir Edward Grey, has said that the peace of Europe was hanging in the balance many times during the past two months. Is this, then, the time for Canada to stand by and quibble about autonomy? A moment might arise when Canada would have no autonomy to talk about, and be compelled to accept the dictation of a foreign power. Mr. Borden did not use that argument, but it could not have been far away from the minds of reasonable men who follow in the slightest degree the world's politics. Canada last night was a great force in the British Empire, was at the parting of the ways; perhaps, more than at any other period of her history. But the Conservative party rose to the situation and when the Bill passed out of the House of Commons it went stamped with the desire of a proud people to uphold the dignity and unshakable honor of the great British race.

To the City of Saint John there was a great local interest attached to the speech, and the announcements of Mr. Borden last night. His statements that naval bases would be established on the Atlantic and Pacific coasts and that dockyards would be built, and that a scheme of fortification and harbor defence would be built up, are eloquent indications that the present development of the harbor of this city will not be lost. In time of danger the harbor of St. John will, by the proposals of the Prime Minister be adequately protected and the people can thus go on in peace, developing industry and their commerce.

Everything that Mr. Borden will do will be in conjunction with the Admiralty. Sir Wilfrid Laurier wants to stand alone, and make no use of the soundest advice the world can give today. That is the keynote of the two divergent policies. Mr. Borden stands for common sense and caution; Sir Wilfrid Laurier for exploded dreams and fantastic notions. There is no difference of opinion about which policy the people will accept.

REDUCTIONS IN THE TARIFF.

Changes in the tariff announced by Hon. W. T. White in his budget speech, are in the direction of lowering the duties, a revision which will meet with general approval as reducing the price on articles in wide use by consumers. Important reductions are made in the duties on sugar and cement. In general terms there is a reduction of 20 cents per hundredweight on sugar from which consumers, who purchase in any quantity, will benefit. The readjustment of the sugar duties was made necessary by the West Indies trade agreement. The West Indies regard it as essential that the Canadian manufacturers should surrender their right to import foreign raw sugar to the amount of 20 per cent. of their best sugar product at the preferential rate, in return for the loss of this privilege. The Government decided to reduce the duties to the manufacturer on raw sugar, and from this followed the necessity of reducing the duty on refined sugar. The result is that consumers will benefit, as Mr. White stated, to

the extent of \$600,000, a course fully justified by the growing revenues of the country.

By the reduction on cement the duty is lowered from 12½ cents to 10 cents per hundredweight, or from 43½ cents to 35 cents per barrel, the British preferential rate being lowered also by one cent. The fact that a shortage of cement prevailed last year in Canada, when the duty on cement had to be cut in half to meet the situation fully warrants this reduction. An announcement of more than ordinary interest to the West was made by Mr. White when he stated that he believed a large cement plant would be established in Western Canada in the near future thus providing for a better distribution of a material widely used in construction work throughout the country.

Among other changes the duty on cotton sewing thread is reduced. Present rates are 10, 12½ and 15 per cent. These are reduced to 7½ and 10 per cent. This reduction is made to meet a situation which has developed under which yarn No. 40 and finer has become dutiable, as thread and yarns in a heavier twist have been free. After an appeal by manufacturers it was held last year that yarn No. 40 and finer must be regarded as thread. In view of this interpretation the reduction on yarn has been decided upon.

Among the articles placed on the free list are type-casting and type-setting machinery and parts, glass ware and other scientific apparatus for hospitals, traction ditching machinery for farm work and appliances for use in rescue work in mining disasters. The placing on the free list of type-casting and type-setting machinery will be a boon to the newspapers of Canada, particularly in the West where the business is rapidly developing. The hospitals throughout the country will derive great benefit from the removal of the duty on scientific apparatus. A case can be cited in Montreal where a new wing is being added to the General Hospital. Doctor Fiske is reported in the Herald as stating that about \$1,000 would be saved in the purchase of \$3,000 worth of sterilizing apparatus.

The placing of traction ditching machinery, formerly subject to 27½ per cent. duty, on the free list will not affect Canadian manufacturers as it is stated no machines of this type are manufactured in Canada. The removal of the duty will mean a large saving to the purchaser in Canada as the cost of these machines runs to \$2,700 on the average. The reductions in the tariff while not important and will be welcomed throughout the country, particularly, as in some instances, they are in response to the general sentiment and representations made to the Government.

PROTECTING THE IMMIGRANT.

An order-in-Council has been passed requiring the licensing of employment or labor bureaus doing business with immigrants, and imposing penalties for misrepresentation to them as to conditions or opportunities of employment. Commencing upon these regulations, the Toronto Mail and Empire justly points out, that they have been made necessary by the wholesale deception and extortion of which the "tenderfoot" newcomer is so often made the victim. It has been taken for granted in some of these agencies that the strange and friendless immigrant is fair game for fleecing, because he is too unfamiliar with Canadian ways to protect himself, and seldom will go to the police with his troubles.

Frequently the immigrant is induced to pay a fee for work entirely different in reality from what it is represented to be. This is particularly the case in railway construction and general heavy work in the West, where very serious complaints of fraud on the newcomers have been made to the authorities. Some measure to protect the immigrant until he is well settled has been needed. In sending a small army of immigration officials to Great Britain to seek settlers, in opening her ports with a welcome to other immigration complying with the general requirements, Canada assumes a responsibility to protect newcomers from trickery and deceit until they are settled and able to look out for themselves.

There will be hearty approval of the new licensing regulations, since they will probably ensure that quite a large proportion of the immigrants will be saved bitter experiences that cannot but give them a bad first impression of the country.

Efficiency Counts.

(Montreal Herald). The managing director of the North German Lloyd Line says that Germany can compete with the shipping of the United States in spite of the exemption of the latter's coasting vessels in the Panama canal. It very seldom happens that a nation or an individual really benefits in the long run by sharp practice. Efficiency and nothing else is what counts nowadays.

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

INAUGURATED THE G. T. P.

Charles Melville Hays, president of the Grand Trunk Pacific, who lost his life in the Titanic disaster, was born in Rock Island, Ill., fifty-seven years ago today. He was only seventeen when he began his railway career as a clerk in St. Louis. His connection with the Grand Trunk began on Jan. 1, 1896, when he was made general manager, with headquarters in Montreal. At that time the Grand Trunk was usually referred to in railway circles as "the dead line," but under the management of Mr. Hays the system speedily took on an appearance of life. His hardest task was to convince the London stockholders' board of the necessity of proposed improvements, but he finally succeeded.

In 1901 Mr. Hays resigned from the Grand Trunk management to accept the presidency of the Southern Pacific, but in a few months returned to Montreal as second vice-president and general manager of the Grand Trunk. The Grand Trunk Pacific project was inaugurated by Mr. Hays, who assumed the presidency of the company in 1910. At the time of his death Mr. Hays was president, not only of the Grand Trunk lines, but of the Canadian Express Company, the St. Clair Tunnel Company, the International Bridge Company, the Montreal Warehousing Company, and other corporations.

ANNIVERSARIES.

Isaac Bromberg, the eminent sculptor, was born at Valcartier, Lower Canada, seventy-eight years ago today. This is the anniversary of the Quebec conflagration of 1835, in which some six hundred houses were destroyed.

FIRST THINGS

PROTECTION OF MINERS.

The first government recognition of the unnecessary loss of human life in American mining operations resulted in the organization of the United States Bureau of Mines, under a law approved by Congress three years ago today. Several experimental stations for studying the problems of mine safety were established. At the principal station the work in the laboratory on mine accident problems is supplemented by experiments conducted in a small coal mine under the conditions in various other industrial situations. The bureau also conducts an educational campaign in behalf of mine rescue and first aid to the injured. As a result of the bureau's work, it is expected that mining fatalities will gradually be reduced to the rate prevailing in European countries, where governments have long enforced much stricter regulations for the protection of life and limb.

The first English act for the regulation of mines was passed over half a century ago. A comparison for one year shows that of every thousand miners employed 4.70 were killed in the United States and 1.31 in England. In the same year 3.40 out of every thousand were killed in Prussia, 1.10 in France, 1.07 in Austria and 1.03 in Belgium. The last named country affords the best protection to its miners than any other, the average for several years past being less than one killed for each thousand employed, while the average in the United States is about four.

THE HUMAN PROCESSION

THE "OPEN SHOP" MOVEMENT.

John Kirby, Jr., president of the National Association of Manufacturers of the United States, and leader in the "open shop" movement, was born in Troy, N. Y., sixty-two years ago today. He began his business career at the age of twelve in a stove foundry at Waterford, N. Y., and later worked in a photograph gallery in Troy and a jewelry factory in Grand Rapids. At nineteen he went to Chicago, where he became an apprentice in a mill. His first executive position was as superintendent of a factory in Cincinnati in 1875. Thirty years ago he became the general manager of the Dayton Manufacturing Company, and built up a big business in railway brass and bronze supplies. He is interested in various other industrial corporations, and is reported to be a millionaire.

Despite the fact that he began his career as a worker, Mr. Kirby has long carried on a bitter warfare against organized labor, and in consequence occupies about the same place in the affections of union workmen as Post of Battle Creek, and Otis of Los Angeles. He was one of the organizers of the Citizens' Industrial Association of America, formed to promote the cause of "industrial freedom" and has been president of the National Association of Manufacturers since 1909. He is an inventor as well as a manufacturer, and has nearly four-score patents to his credit.

Mr. Kirby denies that the association he represents opposes trade union methods. In Mr. Kirby's opinion "the open shop is the bedrock of industrial freedom and the defense of the constitutional rights of the citizens against conditions that lead to anarchy and revolution," while the closed shop is an invention "as futile as it is wicked and unjust." Mr. Kirby was active in the gathering of evidence that led to the conviction of the McNamara and other dynamite conspirators. He is the leader in a movement to send a commission to New Zealand and Australia, there to study the working out of such industrial legislation as the industrial conciliation and arbitration act, the national insurance act and the minimum wage measures.

EARL OF LATHOM.

One of the youngest earls in the British peerage is Edward William Bootle-Wilbraham, third Earl of Lathom and Baron of Skelmersdale, who will celebrate his eighteenth birthday today. The mother of the young lord recently became the bride of General Lawson, an Irishman of distinguished family, although without a title. The general's bride has dropped her title of countess and is now known as Lady Wilma Lawson, a rank to which she is entitled as the daughter of an earl, the fifth Lord Radnor. The young earl is the owner of an estate of over 10,000 acres, including much rich mineral land in Lancashire, and will attain his majority three years hence.

OPHELIA'S SLATE



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IN LIGHTER VEIN

The "Gentle" Time.

Such a turning out of cupboards, carpets up and curtains down, painting doors, redecorating (father takes his meals in town), rubbing chairs, and cleaning pictures, putting dust and dirt to rout—in the spring a woman's fancy turns a homestead inside out. Not a corner where a single spider can find comfort rest. Golden joys may come with springtime, but I like the summer best.

—Lloyd's Weekly.

Chivalrous.

When Eve upon the first of men The apple pressed with specious cant, Oh, what a thousand plagues then That Adam was to Adamant.

—Thomas Hood.

Practical Papa.

"Oh, papa, Mr. Spooner proposed last night." "Are you sure he loves you?" "He said he'd die for me, papa!" "Well, you'd both die if you try to live on the salary he's getting."

Heard in a Restaurant.

First Diner—Let me see. I think I'll order some lamb. Second Diner—Don't! I never order lamb in this place—it's a mutton before you get it.

Well Matched.

Governess—"And whom did the Goddess Aurora marry?" Pupil—"Borealis!"—Punch.

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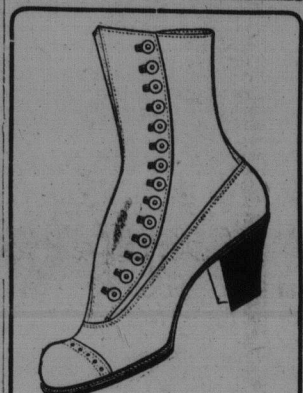
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A Close Shave.

"Atkins," said the sergeant angrily, "why haven't you shaved this morning?" "Ain't I shaved?" asked Atkins in apparent surprise. "No, you're not," insisted the sergeant, "and I want to know why." "Well, you see, sergeant," replied the soldier, "there was a dozen of us using the same mirror, and I must have shaved some other man."

Auto Be.

Motorists are asking whether driving is good for the liver. It might tend to make one automobiles.



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OFFER

No Trick or Solving

Note Carefully

THE PRO

The problem is to count the complete and intersects or touches. There are no parts of circles or shapes sort in the puzzle. In the event that number the prizes will be awarded solutions. Accuracy and patience for arriving at the correct or nearest who display these qualifications to solve the puzzle best.

How to

This contest is restricted to persons of New Brunswick and Nova Scotia. A payment on subscription to the from \$1.00 to \$5.00 entitles the contestant of the puzzle. The amount of the subscription price for the paper, rate, whether the rate be for city delivery. AS MANY DIFFERENT SOLUTIONS AS THE CONTESTANT DESIRES. ADDITIONAL PAYMENT WITH EACH THAN \$5.00 CAN BE PAID WITH AN. It is not necessary to pay the solution if more than one be submitted. As the main prizes have an additional what is paid in on subscription with contestants should familiarize themselves with the E.D. schedule before sending in their solutions.

Remit by check, money order, or 2-cent stamps. What ever is paid, whether on orders, will apply on a continuous subscription. Solutions unaccompanied by cash be registered. This contest is open to subscribers within the territory designated.

SPECIAL ATTENTION
While the winning of the prizes depend upon the time the solution is given counting at once an send in your you have finished. There is no limit to solutions you may send in. All those entering the contest will the ruling of the Contest Manager. questions arising the Contest Manager can appoint a committee to assist him those who enter the contest do so with that such decision will be final.

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