

# The St. John Standard

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H. V. MACKINNON, Manager. R. E. WALKER, Editor.

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## MANNING THE "NAVY."

During the Naval Debate one of the arguments put forward by the Opposition in favor of the fleet units scheme was to the effect that there would be no difficulty in manning the ships with Canadians. In a recently issued blue book, containing the last annual report of Admiral Kingsmill to the government, some instructive facts and figures are supplied on the question of manning a Canadian navy. Admiral Kingsmill's statement showing the number of recruits entered last year and the provinces from which they came is as follows:

	Recruits
Nova Scotia .....	11
New Brunswick .....	2
Prince Edward Island .....	8
Quebec .....	11
Ontario .....	52
Manitoba .....	1
Saskatchewan .....	1
Alberta .....	1
British Columbia .....	11
Total .....	111

Since recruiting first started under the Laurier regime 296 men have been secured for the fleet units scheme. The following number of desertions are recorded during the year:

	Desertions
From H. M. C. S. Niobe .....	17
From H. M. C. S. Rainbow .....	25

This statement shows that one hundred and eleven Canadians joined the fleet units scheme and eighty-six deserted, a gain for the year of twenty-five. To offset that gain seventeen "others" deserted, bringing the net result of the year's recruiting down to eight. The report gives the total number of recruits as 296, but fails to give the total number of desertions.

The Rainbow fared even worse. She secured fifteen recruits during the year and lost twenty-five. This is what might be called a "deficit" of ten. This deficit is further enlarged by the desertion of twenty-one "others." In other words, the Rainbow enlisted fifteen new hands and lost forty-six. Along with this must be taken the statement relating to the recruits who bought their way out of the service. The auditor-general stated that ten recruits on the Niobe paid from \$50.00 to \$100.00 to regain their liberty and three recruits bought their discharges from the Rainbow.

In it evident from these figures that, as far as it went, the Laurier navy was a farce and a delusion; that enough men could not be found to man two ships and that many Canadians, who were recruited refused to remain. It is also quite evident how insincere and absurd was the Opposition's insistence that the proposed Canadian battleships should be manned in Canada. No matter what form the Government's permanent policy may take the ships will have to be operated by crews drawn largely from the British Islands. This is the experience of Australia and it has been that of New Zealand; and for years to come it will be that of Canada. Meantime we should at the earliest possible moment do what is practicable to strengthen the Empire's defences at sea by assuming a reasonable share of the burden.

## WHAT A VETO IS, AND ISN'T.

So far the relations of Mr. Woodrow Wilson with Congress have not required the use of what is commonly called the "veto," the power of the executive in law making under the constitution of the United States. Anticipating that sooner or later this power will be exercised by the President, the Boston Transcript gives some instructive particulars as to its origin and effect. In the first place the Transcript points out that the word "veto" does not occur in the Constitution of the United States, nor does any power conferred upon the President involve the idea it conveys in its etymological sense. Nowhere is the President authorized to "forbid" anything in legislation. He may announce his disapproval of any act of Congress and set forth his objections, and it remains for the two houses to think the matter over and decide whether they shall still insist on passing the act, and if two-thirds of the members of each house are unconvinced by his adverse arguments all they have to do is to stand up and be counted, and his objections go for nothing. This is very different, adds the Transcript, from the common conception of the President's prohibitory authority, which doubtless has grown out of our colloquial use of a term of absolutism to express an act that would otherwise require a rather clumsy phrase.

It is interesting, also, to observe how the word came into use in the United States. The veto power which resides in the British Crown as one of the attributes of sovereignty had not been exercised for eighty years when the Constitution of the United States came into being; but its moral force was still felt, and the question before the Constitutional Convention

was how to obtain the benefits of such a power as a weapon for the defence of the independence of the Executive without its attendant perils to popular liberty and broadly representative government. Alexander Hamilton ascribed the disuse of the royal prerogative not to the indisposition of successive monarchs to take a share in legislation, but wholly to the Crown's discovery of means of substituting influence for authority, winning over a majority of one or the other chamber of Parliament in advance and thus avoiding a clash which might cause a troublesome agitation in the nation at large.

Other distinguished commentators have enlarged upon the wisdom of giving the President the "qualified negative" he possesses under the Constitution, so that the realization of this might endow with greater weight any criticisms he should have to offer in conferences with members of either house before their proposed legislation had taken final shape. That is precisely what has happened often in recent years, and what has been going on in connection with the tariff and currency measures under formal and informal consideration. Most of the later Presidents have done a good deal of such preliminary discussion, and thereby spared themselves the necessity of sending in messages of disapproval later.

Some of these facts are worth noting now that President Wilson is approaching the line where his mettle must be tested and the first seal placed upon his Administration. The jocose declaration he is quoted as making that "there ain't no friction, and there ain't no gain" to friction, was undoubtedly sincere of purpose, but it has still to prove its truth.

## BUSINESS VS. POLITICS.

Despite the efforts of The Telegraph and Times to make political capital out of the request of merchants doing business on the Patten wharf, in reference to the use of the intercolonial tracks, those most interested in this business are not in sympathy with the idea that there is any political in the question. The request, which was forwarded to the Premier and Hon. J. D. Hazen, as announced in The Standard yesterday, has been promptly acceded to by the intercolonial management. The merchants concerned are well satisfied with the result.

Capt. George N. Kennelly, of the firm of Wetmore and Kennelly, who were largely instrumental in bringing the matter to the attention of the Government, expressed his indignation yesterday at the intimation that the matter was taken up with political capital in view and had no sympathy with the efforts of Mr. Pugsley's organs to make it appear as if there were a political side to it. When matters of importance to the city are brought to the notice of the Government they receive as prompt attention as it is possible to give them. The Common Council and the Board of Trade draw a distinction between business and politics. The Telegraph and Times do not.

## NEW OCCUPATIONAL MALADY.

A so-called wireless telegrapher's disease has been added to the already long list of more or less serious occupational maladies. Radio operators are subject to anaemia, in which the number of red blood corpuscles, as well as their content of hemoglobin, is diminished.

"This malady," says an article by a German authority translated for the Literary Digest, "has certainly various causes; in the first place, the defective sanitary conditions of the stations, especially on shipboard. It is equally probable that the strong ozonization of the air, due to the use of alternating currents of high frequency to send the messages, plays an important part. Similar troubles, such as paleness, headache, loss of appetite and bad digestion, have been discovered among electrical workers employed in high tension plants."

As far as the wireless men are concerned, one cause—bad sanitation—can be removed easily, either by the voluntary action of station owners or through the vigorous enforcement of health laws. Over-ozonization must be dealt with by the scientists, who may well extend their studies with a view to determining whether or not electric waves have any physiologic effects.

## Fighting Joe.

(Montreal Gazette.) "Joe" Martin, M. P. for St. Pancras, has been asked by the Liberal-Radical Association not to present himself as a candidate for re-election. "Joe's" reply is in effect that he will do as he pleases. This is our old "Fighting Joe," of Manitoba school question fame, Times and surroundings change, but in the art of making hostile critics and defying them Mr. Martin remains the same.

## DIARY OF EVENTS

### HISTORIC DAYS IN CANADA

#### THE OCCUPATION OF OREGON.

A convention between Great Britain and the United States was concluded eighty-six years ago today, by which the articles of 1819, providing for the joint occupation of Oregon, were indefinitely extended, with the proviso that either party might annul the agreement on twelve months' notice. By these conventions the status of the vast territory comprising the present province of British Columbia and the states of Oregon and Washington was left undecided. Neither country cared much about the "wilderness," and the Hudson's Bay Company exercised a shadowy sovereignty over the whole. There came to be a general sort of agreement that the forty-ninth parallel should mark the boundary between British and United States territory.

The people of the United States were the first to see that the country was not as worthless as had been supposed, and they began to demand that their government take possession of the whole Pacific Coast up to Russian Alaska. In 1846 the United States served notice on Great Britain that the conventions of 1819 and 1827 would be abrogated at the end of a year, and, after some talk of war, commissioners were appointed to settle the boundaries.

#### WILLIAM H. WITHROW.

William Henry Withrow, long the editor of the Methodist Magazine, of Toronto, and the author of a "History of Canada," "Canada: Scenic and Descriptive," and other works, was born in Toronto seventy-four years ago today.

#### THE HUMAN PROCESSION

##### THE FAMOUS COBBS.

Somewhere between pages 14 and 179 of the History of America—although the event is not recorded in that volume—a man by the name of Cobb left his native land and emigrated to the United States. And he begat sons, and they in turn begat sons, and the Cobbs were great and powerful in the land. Which brings us down to the present generation of Cobbs, the Cobbs were the Tyrus, Irving and Frank.

Tyrus is the youngest, and most will say, the greatest of the Cobbs. But this isn't his birthday party. Next in order of age comes Irving Shrewsbury Cobb, the plump humorist and philosopher from Paducah. But this isn't Irving Cobb's party either. Senior of the distinguished Cobbs is Frank Irving, editor of the New York World, and this is his birthday party. He was born in Shawnee county, Kan., forty-four years ago today. Mr. Cobb, during his nine years as editor-in-chief of the great journal established by Joseph Pulitzer, has won a place among the foremost editorial writers of the century. His first journalistic experience was in Big Rapids, Mich., but he soon outgrew that town, and went to Grand Rapids. His next move was to Detroit, where he wrote editorials for the Evening News and the Free Press, and won high praise from Col. Roosevelt. In 1894 Joseph Pulitzer, after having read to him the editorials from many leading newspapers, decided that Frank I. Cobb was the man he wanted to bring up to the World's editorial page, and Mr. Cobb responded to the call.

##### THREE OF THE NOBILITY.

Three eminent British nobles, the Duke of Argyll, the Duke of Atholl, and the Marquis of Northampton, will be the recipients of birthday congratulations today. The Duke of Argyll is the head of the Campbell clan, which has played a good part in Scottish and English history and in the development of the New World, and is descended from Sir Colin Campbell, who was knighted for valorous deeds in 1826. Besides being Duke of Argyll, he is Marquis of Lorne and Kintyre, Earl Campbell and Cowal, and holds many other titles. He was born at Stafford House, London, sixty-eight years ago today, and has held many high offices, including that of Governor-General of Canada from 1875 to 1883.

The Duke of Atholl, who is seventy-three today, is descended from a family which for three centuries has been prominent in the peerages of Scotland and Great Britain. He owns vast estates, principally in Scotland, with a total of over 200,000 acres. The young Marquis of Northampton, who recently settled \$250,000 upon Miss Daisy Markham, an actress, and her breach of promise suit, passes his twenty-eighth milestone today. His father, who died a few months ago, was an accomplished musician, and spent much time in knitting and embroidery.

##### THE PASSING DAY

BOLIVIA'S INDEPENDENCE DAY. Today is independence day in Bolivia, that hermit republic which is still a terra incognita even to those globe trotters who claim to know their South America. The highest country in the world, and, until recent years, the most remote of quasi-civilized nations, has already been penetrated by railroads, and will soon be traversed by a transcontinental line extending from Lima on the Pacific, to Buenos Ayres on the Atlantic.

The principal part of Bolivia is a vast plateau, at an average altitude of 12,000 feet above sea level. Lake Titicaca, the highest navigable body of water in the world, has a fleet of steamboats, every part of which was brought up from the coast on the backs of Indians. Bolivia's population is nine-tenths aboriginal, and the vast tribes range from "the meekest and most servile people in the world," to the hardest and most warlike. The latter are a stolid race, as may be judged from the fact that in Sucre, the de jure capital, there are many grand places which were carried 600 miles over vast mountain ranges, by these human burden carriers. The local piano movers who are inclined to complain of their hard lot should be thankful that they were not born in Bolivia.

Bolivia became independent on August 6, 1825, and the country was named in honor of Simon Bolivar, the liberator, while the capital, Sucre, was named after the great Venezuelan general. The province of Antofagasta, bordering on the Pacific and rich in nitrates, was lost to Bolivia in 1884, as a result of the unfortunate war with Chile.

## OPHELIA'S SLATE



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## IN LIGHTER VEIN

### THE FAN.

He said the umpire was a thief, And heaped abuse upon his name. What is the cause of all this grief? His home team lost a game.

Today he says the "ump" is great—The very best beneath the sun. Why such a sudden change of state? Today his home team won!

—Judge.

### Couldn't Be Done.

Two Irishmen were discussing the various books they had read. "Have you read 'The Eternal City'?" "I have." "Have you read Marie Corelli's works?" "I have that." "I have that." "Have you read 'Looking Backward'?" "How on earth could I do that?"

### Inexpensive Pleasure Given.

Old Peterby is rich and stingy. In the event of his death his nephew will inherit his property. A friend of the family said to the old gentleman: "I shall expect an unlimited quantity of milk, cream, and butter. On that occasion you ought to do something to make his happy." "I will," said Peterby. "I'll pretend that I am dangerously ill."

### The Plucky Captain.

The engagement was pretty stiff, in fact, it looked hopeless to the captain. However, he said cheerily to his men: "My brave fellows, fight like heroes till your ammunition's gone, then run for your lives. I've got a sore foot, so I'll start now. Au revoir, my hearties!"—London Opinion.

### Preparing for the Party.

Retired Haberdasher (late of London).—"Now, then, 'Emmy, I'm goin' to have a large party 'ere next week, and I shall expect an unlimited quantity of milk, cream, and butter. After that the cows can have a rest till me an' Mrs. P. returns from the Conlencong."—Punch.

### The Best Quality at a Reasonable Price

## BUY A DIAMOND

Just now is the best time to buy a diamond. Diamonds are advancing in price continually, and you can buy a larger stone now than the same amount will buy later.

Come in and inspect our stock of Diamonds. You will find a good assortment of fine quality stones in the sizes that most people want to buy, and the prices are most reasonable.

## L. L. Sharpe & Son,

JEWELERS AND OPTICIANS,  
21 King Street, St. John, N. B.

## Good Printing

ALWAYS PLEASES.

You cannot afford to issue poor printed advertising matter. We aim to do the best work, and our service is prompt.

## C. H. FLEWELLING

Engraver and Printer  
65½ Prince Wm. Street, St. John.

## DIAMONDS

None cheaper—None of better value to be obtained—None so thoroughly and safely set as in the New and Dainty Platinum Settings which we are now turning out. Come in and see our high qualities and low prices.

## FERGUSON & PAGE

Diamond Importers and Jewelers

KING STREET

## RAZORS



The Best Makes, including the following:

McAvity's Special .....	\$1.25 and \$1.50
Safety .....	\$2.00
Golden Despatch .....	\$1.50
Dwarf Mab .....	75c. and 90c.
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Fully Warranted.

T. McAVITY & SONS, Ltd., - 13 King St.

## LOWER PRICES ON

## New Lines of Loose Leaf Books

For Pocket and Desk Use

## BARNES & CO., LTD.

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## ASK FOR

## GUNN'S COOKED MEATS

GUNNS LIMITED, 674 Main Street  
M 1670

## Royal Blend Scotch

Taste it critically—  
Judge it fairly—

You will notice its goodness  
with the first swallow.

At all St. John Dealers.

## WHAT YOU REQUIRE

### IN THE PRINTING LINE

Get it from us and it will be done very artistically

### Commercial Printing of all Kinds

Letter Heads  
Bill Heads  
Statements  
Envelopes  
Tags  
Invoices  
Business Cards  
Posters

## Standard Job Printing Co.

82 Prince William Street - ST. JOHN, N. B.

## "American" STEEL SPLIT PULLEYS

There's a close connection between the expense account and the Pulley.

Pulleys that have useless weight to carry, that do not grip the belt, that possess large air resisting surface, assume large proportions in the power expense account.

Cut down your power expense by the use of STEEL SPLIT PULLEYS.

The A. R. Williams Machinery Co., of St. John, N. B., Ltd.,  
15 Dock Street. Phone M 1498

## "FUNNY FLYER"

ARRIVED HERE  
LAST NIGHT

The St. George Starts On  
The Bay Route  
Tomorrow.

## INAUGURATES THE NEW FAST SERVICE

Palatial Boat Safe in Port  
after Boisterous Trip—A  
Combination of Speed,  
Comfort and Luxury.

The palatial steamer the St. George, which the C. P. R. have procured in England for the Digby-St. John service arrived in port last evening and docked at 9 o'clock at No. 1 pier at Sand Point. The new steamer was the cynosure of eyes as she came up the harbor to her dock, and those who had a view of her were greatly pleased with her appearance. The St. George came across the Atlantic under convoy of the powerful tug Blackcock. The passage across was quite boisterous, but both the St. George and Blackcock came through the storms without any mishap. From St. John's to Halifax the St. George proved herself a good sea boat in every particular.

With the St. George on the route the trip across the Bay will become one of luxury, for the steamer is the finest in the coasting trade on this side of the Atlantic, and is most elegantly fitted and furnished. Features are the spacious drawing room, with its mahogany fittings, steel engravings inset in the wall, and comfortable blue plush upholstered settees; the handsomely equipped main dining room, the cosy smoking room and bar, which are finished in fumed oak, the music room, and the ladies' room on the main deck, the sixty-eight comfortable first-class cabins and the general excellence of the appointments before their journey is over. The third class, so called, cabin and lounge rooms are superior to many of the first cabin accommodations on transatlantic steamers, while for those who desire them there are eight royal state rooms on the upper deck in which they can remain in elegant seclusion.

The St. George was built in Cammell Laird & Co.'s yards, and is one of the speediest merchant ships ever turned out at Birkenhead. On a displacement of 2,856 tons, the St. George is equipped to show 9 knots per hour, a natural draft and somewhere over 20,000 with the f. d. fans going. She has been running in the Irish service since her launch, and her schedule called for doing the fifty-four miles between Fishguard and Rosslare in two hours and twenty minutes. She did it, too, day in and day out, although this required an average speed of 23.7 knots with some tortuous channels to navigate. "Dead slow" on the St. George's telegraph means a mere fourteen knots, which is the slowest speed at which the turbines will work.

The St. George is commanded by Capt. Cardiff, who is well known in St. John. For many years he has been in charge of the service on this part of the route, and he also sailed in many of the old Nova Scotia square riggers. He was under Capt. Charlie Fry on the Celeste Burrell, the last of the famous Burrell fleet of Yarmouth, on her final voyage when she was dismantled at the China Sea on route from Manila to Puget Sound, and towed into Hong Kong to be declared a constructive total loss. Many of his other old ship-pers are now living in retirement at Yarmouth.

The fast steamship service across the Bay to be inaugurated with the placing of the St. George on the route will prove both a convenience and pleasure.

The new boat will go into service Thursday, and will sail from St. John daily at 12:30 o'clock, after the arrival of the Montreal train. At Digby connection will be made with the flying Bluebonnet train for Halifax and Yarmouth, passengers coming here at noon, arriving at Halifax at 8 o'clock the same evening.

Via the Fast Service. With close connections at St. John and Digby the time of the trip from Montreal to Halifax and it is expected that the route will become popular with travellers, and as it does an interesting break in the rail journey, and affording an opportunity to take in the scenic beauties of the Annapolis Valley, and the Land of Evangeline.

The St. George will stop for about half an hour in Digby, and on the return trip will reach St. John at 5 o'clock. The steamer Yarmouth will operate a freight service between St. John and Digby, leaving St. John at 7 in the morning and returning at 5 in the evening.

Other Changes in View. It is said that the C. P. R. contemplate important changes in the service, and that the schedule will be so arranged that a passenger leaving Montreal at three o'clock in the afternoon will reach St. John early in the morning, and after crossing the bay in the new flyer, arrive at Halifax by noon.

P. Giffins, general manager of the D. A. R., who is in the city, said he expected the new boat would be a very popular, as she is not only the speediest boat on the Atlantic coast, but the most comfortable. He said that there would be no changes at present, beyond those already provided for in connection with the employment of the St. George.

Business Improving. Speaking of business conditions, the general manager of the D. A. R. said the road was handling considerable