

# The Standard

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ST. JOHN, N. B., MONDAY, SEPTEMBER 2, 1912.

## THE GREATER ST. JOHN EXHIBITION.

The Greater St. John Exhibition was opened on Saturday under most favorable auspices and bids fair to be one of the most successful displays ever organized by the local association. Practically all sections are well represented. The industrial section will well repay a visit; and particular interest attaches to the "Made in St. John" and "Made in Moncton" exhibits, which afford convincing evidence of the progress of the manufacturing industries. Live stock, judging by the number of entries in this department, is well represented and there is an excellent display of dairy products. The Maritime Hall is always an attraction, and visitors will find much of interest in the sections set aside for the Art Department and Women's Work.

Amusements are an exceptionally strong feature of the exhibition this year. Professor Baldwin's aeroplane flights will naturally prove the centre of attraction. The "Pike" will lose none of its popularity and provides much, if not to elevate, at least to interest and amuse. The programme arranged for the fireworks display is stated to be equal to any previously given in Canada, with the exception of the Toronto Exhibition. The recital concerts will also provide opportunities for rest and enjoyment.

The addresses at the opening ceremony denote the strong vein of optimism which prevails in the community. As Mr. Agar well expressed it, "We will take no back water from the West." Senator Daniel, who has just returned from the West, paid a great tribute to the Province in pointing out that we have better and more varied scenery, better social conditions and a climate which is unsurpassed by anything of which the West can boast. Other speakers were also emphatic that with her great natural resources a prosperous future for New Brunswick is assured. The exhibition, in that it displays these resources and advertises the industries of St. John and the Province, in general, is worthy of every encouragement and should be well patronized.

## THE WIDER MARKET IN DISTRESS.

The price at which grain is selling on the Winnipeg market compared with the quotations at which business is being done in corresponding grades in Minneapolis is giving the pro-Reciprocity press throughout the country, and particularly in the West, an answer to their arguments which is decidedly embarrassing. The Winnipeg Telegram, which is losing no opportunity to impress the true facts of the case on the Western grain growers, publishes the following comparative statement of prices ruling in Winnipeg and Minneapolis last Tuesday:

Winnipeg Cash Prices.	Minneapolis Cash Prices.
No. 1 North.....104½	No. 1 Hard.....100½
No. 2 North.....102½	No. 1 North.....92½
No. 3 North.....98	No. 2 North.....88½
Oats.	
No. 2 C. W.....42½	No. 3 W. O.....39
No. 3 C. W.....40	No. 3 O.....27½
Barley.	
No. 3.....50	No. 3.....33, 62
No. 4.....40½	

It will be seen as the Telegram points out, that a grade of wheat which sold for \$1.04½ in Winnipeg, sold for \$1.04½ in Minneapolis. A grade that sold for 92½ in Minneapolis sold for \$1.02½ in Winnipeg. A grade that sold for 88½ cents in Minneapolis sold for 98 cents in Winnipeg.

The superiority of the Winnipeg market for oats over that of Minneapolis is even more striking. The average price for oats in the Minneapolis market was 28½ cents per bushel, the average price for oats in the Winnipeg market was 44 cents per bushel. High class malting barley of which very little, if any, is produced in Western Canada, sold at a higher price in Minneapolis than in Winnipeg. But whereas, contract barley sold as low as 32 cents per bushel in Minneapolis, the lowest price quoted in Winnipeg was 46½ cents per bushel.

On the day for which the above market quotations are given the cash sales of contract wheat in Minneapolis were as follows: No. 1 Northern, 83 cars; No. 2 Northern, 35 cars; No. 3 Northern, 12 cars; a total of 130 cars of contract wheat, or 130,000 bushels which the farmers of the Western States sold for from 4 to 10 cents a bushel less in Minneapolis than the farmer in Western Canada could obtain in Winnipeg.

The trend of prices is proving that practically everything the farmer of Western Canada has to sell, commands a higher price in the Canadian market than it does in the American market. Not only in wheat, oats and barley, but in dairy products, and farm products generally the Winnipeg market offers substantially greater inducements than the Minneapolis market.

It is upon these general market conditions that the Reciprocity newspapers would, if they were honestly disposed, express themselves for the benefit of their perplexed readers. The argument they have advanced so far, namely, that market comparisons between Minneapolis and Winnipeg are instructive and illuminating only when the Minneapolis market is in the ascendant, is quite too obscure for the ordinary mind to penetrate.

## AN AMENDMENT TO THE U. S. NAVIGATION LAWS.

Interest has naturally centred on the clause in the Panama Canal Act which, by exempting United States coastwise shipping from the payment of tolls, is held to be a violation of the Hay-Pauncefote Treaty; another provision in the act, making an important amendment in the navigation laws of the Republic has been somewhat lost sight of. The change will probably have a widespread effect on the world's shipping industry. It is provided that ships built in a foreign country but owned by citizens of the United States may be admitted to American registry for use in foreign trade. The act removes an old restriction which has, at least to some extent, crippled the country's merchant marine. American shipbuilders will no longer have the monopoly of building ships which are to engage in commerce under the country's flag. Presumably, as a sop to this industry there is a further provision that all materials necessary for building or repairing ships in the United States are to be admitted free.

The importance of the provision admitting foreign built ships to the American registry lies in the fact that vessels to be owned in the United States can in future be secured in the cheapest market. Great Britain, with her

great facilities for shipbuilding, is recognized by practically every foreign country, including even Germany, as unrivalled in this respect. The shipbuilding industry in the Old Country should, therefore, derive considerable benefit from this legislation.

This particular section of the act carries but few limitations. The ships, if purchased, must not be more than five years old when applying for registry; they must be certified as "safe to carry dry and perishable cargo," and they are to be wholly owned by citizens of the United States or corporations organized and chartered under a Federal or State law. They are permitted to trade with certain outlying territories of the United States, such as the Philippines, Guam and Tutuila. Cuba is also free to them. Porto Rico is barred. Alaska, although somewhat remote, is also excluded as coming under the designation of coastwise trade. Ships for these prohibited routes must still be built by Cramps or some other ship-building firm in the United States.

Commenting on this one bright spot in an act which has received widespread condemnation for ignoring the Hay-Pauncefote Treaty, and for other reasons, the New York Post waxes jubilant at the prospect of a revival in the American marine: "We are tempted to say," it remarks, "that this act alone almost redeems the weak record of the expiring Congress. The Panama Canal can hardly do a much greater service than by the incidental removal of this obstacle to trade. As it stands, it constitutes a clear, straightforward appeal to the patriotism of our country and re-opens an old outlet for American energy, enterprise, and capital. 'What will the answer be? A demonstration, we hope, of public readiness to win us once more an honorable place on the ocean; perhaps even supremacy. There are many ships flying foreign flags that ought soon to be under the American. There is the Munson line running to Cuba under the Cuban flag; surely that ought to come in. . . . The influence of this remarkable enactment should be far-reaching; at a single stroke American shipping for foreign trade is freed. It is a wonderful illustration of how a great reform based on a sound economic truth may seem to lie dormant and to be hopeless of attainment—and then of a sudden is achieved almost without a struggle. Let every honest advocate of soundly based reforms take heart from this memorable occurrence."

In referring to the Panama Canal bill it is instructive to note the attitude of Sir Wilfrid Laurier ten years ago with reference to Canada's interest in the canal project. The late Prime Minister held the same narrow view on Imperial questions as he does today when he tells us, in effect, that there is no German menace and that, anyway, Canada's business is confined to building railways and canals. In 1902 he took the view that Canada had no direct interest in the Clayton-Bulwer Treaty or in a canal in the region of the present undertaking, "or in any other question between Great Britain and a foreign power in which she was not interested." The autonomy mantle in which Sir Wilfrid Laurier would wrap the Dominion, a policy of isolation from Imperial affairs, is getting very threadbare.

The Dominion's interest in the Panama Canal, as a great highway to carry her products, is today universally admitted. The Nicaragua Canal was at that time under discussion but the principle involved is the same. Mr. Bell, now a member of the Senate, then pointed out that "looking at the possible extension of our commerce and shipbuilding, and the growth of our population on the two coasts of the Atlantic and the Pacific, our interest is as deep in the Nicaragua canal as can possibly be that of the United States." The day may not yet have arrived when the extension of our commerce makes our interest as deep as that of the United States, but the autonomy mantle in which Sir Wilfrid Laurier would wrap the Dominion, a policy of isolation from Imperial affairs, is getting very threadbare.

## THE SPLIT IN THE LIBERAL CAMP.

(From the Guelph Herald.)  
A despatch from the Capital supplies an added reason why Sir Wilfrid Laurier is not going to the West just at present. The fact that the Westerners would be busy about this time must have been known when the tour of Sir Wilfrid was originally planned; the excuse given for the postponement, therefore, hardly holds good. It is said that the real reason for the "postponement" is a cleavage amongst the Liberal leaders on Reciprocity and the Navy, and some say that the Opposition leader was to have started for the West there would appear to be something in the report. There can be little doubt but that the Liberal party is divided into two sections with regard to the best attitude to follow with regard to the Navy and Reciprocity.

Though there are some blind enough to refuse to face the facts revealed in the changed conditions, there are others, possibly Sir Wilfrid himself, who can see that with wheat selling at Winnipeg and at Port William at 12 cents a bushel higher than it is at Minneapolis and at Duluth, it would be most unreasonable for Sir Wilfrid to discourse to the people of Western Canada about the "advantages" the Reciprocity Pact would have brought to them. It is equally apparent that Westerners as well as Liberals in the East are not enamored of a "stand-pat" attitude on the Navy question.

This division has been apparent for some time in the press and in the expressions of prominent Liberals, who do not wish to see the party continue its mistaken policy with reference to Reciprocity and are a "Liberal" and broadminded enough to wish to see the question of Canada's attitude towards the defence of the Empire made a broad and national one, and removed as far as possible from consideration as a political question. It is to be hoped these latter will succeed in pressing their views, as report would indicate they succeeded in the conference at Ottawa.

## Current Comment

**A Stormy Petrel.**  
(Vancouver News-Advertiser.)  
We judge that Mr. Joseph Martin is not satisfied with the Imperial Administration, or with the Dominion Administration or with the Administration of British Columbia. He was not satisfied with the Laurier Ministry, or with the Government of Manitoba, except the one of which he was a member, or with any administration of this Province but one, which lived only three months and a half.

**Be Considerate.**  
(Montreal Gazette.)  
A Chicago judge has ruled that kissing is not sufficient basis for a charge of disorderly conduct unless the female in the case objects. Still, it is well to perform the deed in private. The slight exasperates some men and pains others, especially those who have no one to kiss.

**A Suggestion.**  
(Chicago Record-Herald.)  
An anxious correspondent wishes to know whether a lady who is sent by her constituents to a national convention, should be referred to as a delegate or a delegate. Why not make a bid for the German vote by calling her a delegateess?

**Now Will You Be Good!**  
(Chicago Record-Herald.)  
We really must decline to discuss anything with the Port Albert News because of its absolute vulgarity.

## NEW FALL FASHIONS —IN— LADIES' Fine Footwear

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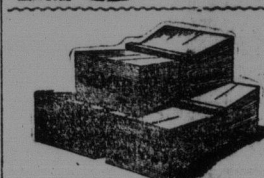
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## BELIEVE MR. BRYCE SOON TO RETIRE

Impression that Ambassador Bryce will Not Retain Post at Washington Long Persists Despite Denials.

London, Aug. 30.—The impression that Ambassador Bryce will not retain his post at Washington many months longer persists in parliament; circles despite the repeated official denials of a change. When Prime Minister Asquith answered the last question on that subject he said merely that Mr. Bryce would return to Washington and resume his duties in September, which was not an entirely convincing denial of an early change.

The fact that Mr. Bryce has held the office for five years and has reached the age of seventy-four, together with the possibility that the Liberal government may not continue long in power, and that others have let it be known that they would consider the Washington embassy a suitable reward while yet this government has the power of appointment, furnish reasons for the belief that a change may soon take place.

Lewis Harcourt, Secretary of State for the Colonies, and J. Alfred Spender, editor of the Westminster Gazette, are two names most favored by the Liberals as candidates for Mr. Bryce's successor. It is noteworthy that neither belongs to the diplomatic service and that both are comparatively young men.

The Washington post is regarded as one demanding qualities not apt to be found among professional diplomats whose careers have been spent in European capitals.

Mr. Spender's title to recognition is that he has been the most influential writer supporting the Liberal party in the London press. While the Westminster, an afternoon paper, is not the most powerful Liberal organ, Mr. Spender's utterances on political questions carry more weight than those of any other individual in the party press. He is recognized as one of the foremost British journalists.

Mr. Harcourt is a practical politician and a society man. His health has not been robust recently, and transfer to a position demanding less hard work than a cabinet portfolio would be welcome to him. Mr. Harcourt was an American, daughter of the late Walter H. Burns of New York, and an American wife usually is considered a valuable asset for a European diplomat in Washington.

The London motor omnibus companies have begun to reform themselves, as they are fearful of legislative action. The first act of reform of the juggernaut, which has crushed out so many lives during the past year in London streets, is a general reduction of speed, so that most of the lines now do not exceed the rate of twelve miles an hour. In the past it has been no uncommon thing for the busses to run fifteen miles an hour whenever they came to an open place in the traffic, and in many cases this has forced the pace of lighter motor cars running in front of them.

Owing to its great bulk the motor omnibus has become the premier "road hog" of the streets. Many of the drivers are exceedingly skillful and the juggernaut, which has crushed out so many lives during the past year in London streets, is a general reduction of speed, so that most of the lines now do not exceed the rate of twelve miles an hour. In the past it has been no uncommon thing for the busses to run fifteen miles an hour whenever they came to an open place in the traffic, and in many cases this has forced the pace of lighter motor cars running in front of them.

The demand for an impost on the bus lines is becoming insistent, and coupled with criticisms of their excessive speed, the complaints have become so formidable that the companies are beginning to pay some attention to the rights of the public. It is hardly likely, however, that they will escape taxation, for the town council of Croydon is already considering a measure whereby the bus lines will be compelled to contribute toward the upkeep of the streets.

If American shipping through the Panama Canal should be favored, it is said that British shipping interests will retaliate by making extensive use of the railway across the isthmus of Tehuantepec. Traffic by this line has already reached such proportions that plans are being made to double the line and the facilities at each end will be so increased that transshipment will be made extremely easy.

The huge floating dock Duke of Connaught, built at Barrow, for a Montreal shipyard, has started on its leisurely voyage across the Atlantic in tow of two powerful Dutch tugs.

It is the second largest dock in the world. Over 700 feet in length, it had to be launched in three sections. It is capable of receiving the largest battleship either built or planned.

Allowing for an average speed of five knots, the voyage to Montreal will take about six weeks, but should the weather be bad, two months or more will elapse before she reaches the other side. The rope hawsers used for towing the dock are 18 inches in circumference. Wire cables also connect the tugs with the dock.

A party of builders' workmen are making the voyage, some of them being housed on the dock while others have quarters on the tugs. The dock also carries an extra cargo of coal which will be supplied to the tugs in mid-ocean if necessary. Each tug carries provisions for six months and seventy tons of fresh water.

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## ALBERT NEWS.

Albert, Aug. 31.—Mrs. Charles Allison Peck, of Hopewell Hill went to Hillboro on Friday to spend a few days with Mr. and Mrs. C. Allison Peck.

Mr. and Mrs. G. D. Prescott, Miss McLean and Miss Bertha Stuart motored to Moncton on Friday.

Fred Bibber, of Eastport, Maine, is the guest of his aunt, Mrs. G. D. Prescott.

Mr. Whitaker, assistant post office inspector, was in the county on Thursday. He installed Norman W. Smith as postmaster at Harvey. He also visited Hopewell Hill with the intention of transferring the office there, but the building which the new appointee expects to occupy was not in readiness to receive it for a few days.

Capt. Henry Calhoun, of Rothesay, is spending a few days at Hopewell Cape.

Capt. Arlington Dixon, of Vancouver, B. C., has sold his residence and farm at Hopewell Cape to James Stewart, of the same place. Mrs. Dixon and family will join him in Vancouver in October. A son and daughter are now located in that city, the former a civil engineer and the latter holds

a good position on the teaching staff of the public schools.

Charles T. White, of East Apple River, motored from Sussex to Alma and went through the county to Moncton on Friday on his return.

Mrs. Fred S. Burns, nee Wright, returned to Hopewell Cape today and will remain for a short time with her father, W. O. Wright before taking up her residence in Halifax.

The marriage takes place on Wednesday next of Miss Frances Downing, daughter of Conductor Downing, of the Salisbury and Albert Railway, to Edward M. Sherwood, son of A. Sherwood, manager of the S. and A. Railway.

Exhausted.  
The speaker was winding up his dreary argument.

"And now that my subject is exhausted"—he began.

"And your audience," yelled a man in the rear of the hall.

Sure Thing.  
"It says here that one of every twelve men in Indiana is an office holder," remarked the Old Fogey.

"Then the other eleven must be office seekers," commented the Boob.

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