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ST. JOHN, N. B. THURSDAY, JULY 24, 1913.

THE NIAGARA DAM.

The proposal of the shipping interests connected with Lake Erie, the Detroit River, Lake Huron and Lake Superior that a dam or weir should be constructed across the Niagara River below Buffalo, will meet with strong opposition in Canada on the ground that the construction of this dam may have a tendency to lower the waters in the St. Lawrence River as it will increase the diversion through the Chicago Drainage Canal. These shipping interests have long been desirous of improving navigation by raising the waters of the lakes and rivers, or by deepening the channels. The Livingston Channel was constructed at enormous cost to help navigation on the Detroit River, the boundary river between Canada and the United States, and the agitation which has developed to construct a dam across the Niagara River is supported by the claim that it will still further help navigation.

This agitation has largely resulted from the action of Chicago in constructing the Chicago Drainage Canal, thereby diverting into the Mississippi River a large portion of lake waters which would naturally flow down the Detroit, Niagara and St. Lawrence rivers. The Chicago canal promoters began by asking for, and securing, the right to divert between 4,000 and 5,000 cubic feet of water per second. They secured this right on the ground that the reversing of the current of the Chicago river was a sanitary necessity, the plan being to turn the sewage of the city westward instead of into the lake, so that the water of the lake would be freed from pollution. The next step was to ask permission to divert 10,000 cubic feet per second. Although Chicago applied for an extra 5,000 or 6,000 cubic feet, it had previously to the application, illegally diverted, and still does illegally divert, a larger quantity than the additional amount applied for. The application was rather to legalize a wrong than create a right. Both American and Canadian shipping interests objected to such a proposal and in January last the Secretary of War refused the request.

This diversion seriously injured the navigation of the lakes and of the St. Lawrence River. The Livingston Channel counteracted its effect in part and the erection of the proposed dam or weir across the Niagara River would contract the effect still further, so far as the navigation of the lakes and rivers is concerned, but would not counteract the effect of diminishing the waters of the St. Lawrence River. The taking of this water compels Canada to spend millions in deepening the channel of the St. Lawrence and lessens very largely the potential power of its rapids. In fact, this dam would further injure the navigation of the St. Lawrence River since the raising of the waters of the lakes by penning them back would increase the flow or diversion through the Chicago Canal, which was built with a capacity of 14,000 cubic feet per second.

The United States shipping interests have been and are strongly against diversion of any waters by Chicago and this city's action has been a matter of diplomatic controversy between Canada and the United States. There has also been a controversy on this point between Chicago and the territorial interests in the United States bordering on the lakes and rivers. The construction of the dam would to a great extent practically destroy opposition from any portion of the United States should Chicago resort to the illegal action of diverting more water through the canal.

Canada's interests, so far as Lake Ontario and the St. Lawrence River are concerned, lie in vigorously opposing the construction of the dam, and the matter will probably come up before the International Joint Commission for decision at no distant date. In a recent case the Commission gave judgment, from which Mr. H. A. Powell and Mr. C. A. McGrath dissented, to the effect that the Commission has no jurisdiction where an obstruction went clear across the international boundary waters, but is confined to obstruction wholly existing on one side of the boundary line which affects the flow or level of the other side. The situation was peculiar in that case. It is to be hoped the Commission will distinguish that case and entertain an application in the matter of the dam across the Niagara River.

TRADE FOLLOWS THE FLAG.

The latest emigration and trade returns issued by the British Government show pretty conclusively that "trade follows the flag," and also that the Empire is now retaining the bulk of her people. An instructive review of these returns in the Montreal Journal of Commerce is worth noting. Out of 133,350 natives of the British Isles who emigrated during the first

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

THE LATE KING EDWARD'S TOUR
The proposed visit to Canada of the Prince of Wales recalls the American tour of his grandfather, the late King Edward VII, which commenced fifty-three years ago today, July 24, 1860, when the then Prince of Wales arrived at St. John's, Newfoundland. The Prince, accompanied by the Duke of Newcastle and other prominent men, reached Halifax six days later, and spent some time in the Maritime Provinces before proceeding to Quebec, where he arrived on August 16. A week later found the Prince and his party in Montreal, where His Royal Highness was given a tremendous ovation. At Ottawa, which had been named the capital of Canada by Queen Victoria, and in other cities of what is now Ontario, the manifestations of patriotic enthusiasm and loyalty were repeated.

The Prince left Canada on Sept. 20, for a tour of the United States, Great Britain goods to the value of \$174,202,565. Other parts of the Empire also ranked high as customers of the Mother Country, Canada being fifth on the list, with imports of \$117,565,555, and South Africa coming sixth with imports of \$107,104,560. New Zealand with a very small population, ranks ninth among the customers of Great Britain, with imports valued at \$51,851,570.

While it is true that "John Bull" trades with every country in the world, and does not allow sentiment to interfere with business, it is nevertheless true that sentiment or patriotism does play a part in matters of trade and emigration. There is not the slightest doubt but that Canada's and other overseas Dominions' borrowings have had a more sympathetic reception because of their origin, than would otherwise have been the case. In matters of trade "blood is thicker than water."

FIRST THINGS

THE FIRST LOVE LETTER.

The first love letter, among those now in existence, was written 2,929 years ago today, by one Isias to Hephaeston, her husband. This papyrus missive, bearing date of July 24, 1884, was found in the ruins of a temple in Memphis, the ancient metropolis of Egypt. The epistle, although a full of endearing and loving words, was addressed to whom it was addressed had deserted his spouse, who begged him to return. The husband's complaint of the "high price of corn," and declares that she, her child and her mother-in-law are "utterly distressed." The letter informs the recalcitrant husband that their child is dead. It seems that the deserted wife had written to her mother to come to visit a pawnshop, as she writes, "I took all the jewels and trinkets of myself and your mother to sell for 100 drachmas of silver." The writer adds pathetically, "This is some time ago and I am very poor. Corn was high and your child was not strong. That a dispossessed notice had been served on me by my creditor, and I have nothing left, and tomorrow go forth out of the town. I know not where. Who can conjecture the fate of the deserted wife?"

THE PASSING DAY

BOLIVAR'S BIRTHDAY.
Bolivar's birthday, the 130th anniversary of the nativity of the great "Liberator" of South America, will be celebrated today in most of the Latin republics. Simon Bolivar y Ponte was born in Caracas, Venezuela, July 24, 1783. His father, Don Juan Manuel Bolivar, was a Spanish nobleman, and in the days of the Spanish supremacy, constituted the creole nobility. He was educated in Spain and France, and in the latter country assimilated many of the ideas of the Encyclopedists and revolutionists.

When he returned to the land he found the doctrines of Rousseau and other preachers of democracy had already made a profound impression on the minds of his countrymen. When the revolution against Spanish authority broke out in 1810, Bolivar, although he had everything to lose and apparently little to gain by such a course, joined the rebels. He was sent to London to seek the protection of England, but his mission was all but fruitless.

Passing over his first military exploits, not altogether to his credit, Bolivar persisted and in 1815, just a century ago, entered his native city at the head of the patriot army. Reverses followed, but in the end he effected the liberation from Spanish domination of what are now the republics of Venezuela, Colombia, Panama, Ecuador, Bolivia and Peru. Bolivar, rather than revolution, at first animated Washington and the other pioneers of North American independence, and it remained for Thomas Paine, the English stay-maker, to turn the tide toward independence and republicanism. It was the same in South America. Bolivar's original plan was a constitutional monarchy under a foreign prince. Later he apparently essayed the role of a Latin American Napoleon, and for a time gave full scope to his propensities for arbitrary power. The "Bolivian Code" was an imitation of the Code Napoleon. With the assumption of dictatorial powers his popularity declined, and only his death, which occurred in 1830, saved his fame from utter extinction. Dead, his faults were speedily forgotten, and the Bolivar monument in Caracas is now the chief shrine of South American hero worship.

THE HUMAN PROCESSION

EDWARD F. BENSON.
It was just twenty years ago that Edward Frederic Benson jumped into fame as the author of "The Sign of the Cross," although he has since written many more finished novels, he is still chiefly known by reason of his amusing but somewhat boyish and frivolous midday effort. The novelist was born forty-six years ago today, the third son of the late Archbishop of Canterbury, and has two literary brothers, Prof. Arthur C. Benson of Cambridge, and or of many volumes of essays, biographies and novels, and the Rev. Robert Hugh Benson, author of the widely read historical novel "Come Rack! Come Rack!" The legend that in "Dodo" Mr. Benson caricatured Miss Margot Tennant, now Mrs. Asquith, still persists, although without basis of fact.

OPHELIA'S SLATE



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IN LIGHTER VEIN

Real Excitement.
"Yes," said the meek-looking man, "I've no doubt you've had some great hunting experiences in your travels abroad."
"Buffalo hunting—"
"Yes."
"And bear-hunting—"
"Of course."
"Well, you just come round and let my wife take you house-hunting and bargain-hunting with her. Then you will begin to know what real excitement is."

Out Several Dollars.
"I hear that a policeman chased your car last night because your lights were out. Didn't you stop?"
"Heavens, no! If I'd stopped I'd have been out, too."

Economic Defence.
"Why don't women dress sensibly?"
"If they did, half the industries of the world would go to smash."
—Louisville Courier-Journal.

The Difference.
Willie—Paw, what is the difference between genius and talent?
Paw—Talent gets paid every Saturday, my son.—Cincinnati Enquirer.

A Child's Definition.
"A smile," said little Elsie, "is only a laugh with the noise left out."

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Of our light weight, turn sewed House Shoes or Slippers. They give to every movement of the foot, yet support the instep and look well. Soft porous Vici Kid, low heel, medium heel and military heel. Straps, Ties, Elastic Fronts and Juliets. Prices from 75c. to \$2.75. Open all day Saturday until 11 p. m.

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DISCHARGING—Power Automatic Dumping Device saves from one to two men.

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GENERAL NEGOTIATOR

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It appears that up to the company which desires to the government operate an improved line between Canada and West Indies, have not been able to undertake the service. The Pickford & Balfour line is still operating the service between the Oceanic, Oruro, Brierley, and the other lines. Halifax every twelve hours have been generally believed to be the best service. The Pickford & Balfour line has not been able to provide service. If the government were to take over the service, it would be a boon to the people of the West Indies. The office of the government is at St. John's. It was not until the Pickford & Balfour line was taken over by the government that the service was improved. The government is now operating the service between Canada and West Indies. The Pickford & Balfour line is still operating the service between the Oceanic, Oruro, Brierley, and the other lines. Halifax every twelve hours have been generally believed to be the best service. 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