

The Standard

Published by The Standard Limited, 82 Prince William Street, St. John, N. B., Canada.

SUBSCRIPTIONS:
Daily Edition, by Carrier, per year.....\$5.00
Daily Edition, by Mail, per year.....3.00
Semi-Weekly Edition, by Mail, per year.....1.00
Single Copies Two Cents.

TELEPHONE CALLS:
Business Office.....Main 1722
Editorial and News.....Main 1746

ST. JOHN, N. B., FRIDAY, SEPTEMBER 6, 1912.

SPEED IN AVIATION.

The greater the speed of the airman the greater his safety, is the opinion of M. Jules Vedrines, who will compete at Chicago next week in the international race for the Gordon Bennett Cup. This daring Frenchman certainly has the courage of his convictions. The New York Sun reports that in the elimination race in France M. Vedrines flew for one hour ten minutes and fifty seconds at the rate of more than 105 miles an hour, to the wonder and apprehension of those who witnessed the performance. When he made a landing people pressed about him and shook his hand in congratulation as if he had escaped by good luck a tragic end. "How can you fly at such a speed?" they asked him. "Don't you realize what you are doing?"

The answer of M. Vedrines was that speed meant safety and that he knew perfectly well what he was doing. To the September number of the Bulletin of the Aero Club of America he contributes an article in which he maintains the proposition: "How can it be safe to dart through the air at double the speed of the Empire State Express?"

"What is dangerous in travelling through space is the conflicting air currents and disturbed atmosphere. With a swift apparatus one can laugh at the wind and even can smile at the storm; the faster one goes the less he needs to fear the treacherous gale."

As a husband and the father of children the foremost men have to be the safer way by flying as fast as he can; he hopes to be able, in a monoplane yet to be made, to attain a speed of 250 kilometers or about 156 miles an hour. M. Vedrines disposes of the idea that control of an aeroplane projected through the air at express speed and is not difficult by saying that his experience is that the higher the speed the greater the stability of the machine. "As I go ten times faster than the wind," he says, "it is I who trouble the wind; well, it is my turn." Brave men have ascended with M. Vedrines, and he has convinced them of the security, comfort and exhilaration of being propelled through space "like a bullet." "Once in the air," says this daring aviator, "the faster one goes the less one needs to touch the controls. I am certain, and I repeat," he adds, "that the future of aviation rests on speed."

FIGHTING THE HOUSE FLY.

One of the most annoying, as well as one of the most dangerous nuisances in the summer time is the common house fly, and many experiments have been made by health departments to find a way of ridding society of this pest. Physicians the world over recognize the disease-bearing properties of flies, and many ways have been devised to exterminate them. In Brookline, New York, it is believed that a possible solution of the problem has been reached.

At the beginning of warm weather and the start of the fly breeding season, the division of fly and mosquito suppression of the Brookline Board of Health installed a number of traps of a new design on breeding places. Since that time about forty traps in all have been installed in the town, with results that have been astonishing; results that have far exceeded the expectations of Dr. J. A. C. Nyhen, director of the division. Since their installation these traps have been emptied on an average of once every two weeks, and the average field in dead flies per trap at each emptying is estimated at 10,000 per trap. On a basis of forty traps, this means that approximately 400,000 flies in Brookline have been killed every two weeks, or over 5,000,000 since the season started.

The method by which these results have been obtained, is very simple. The sanitary inspectors of the division have compiled a list of all the likely breeding places and efforts are being made to induce owners of the property to install these fly traps. So successful have been the results this season that next year an attempt will be made to interest householders in the placing of these traps on garbage cans and out houses, which, are among the most fertile breeding places for flies.

The trap itself is known as the Orion Trap, and is the invention of Dr. Orion of the Worcester State Hospital. It consists of a square box, usually painted yellow, the sanitary color, which is placed over a large wire cone with a smaller cone at the bottom for the entrance of the flies. In other words, it is simply an adaptation of the old balloon fly trap to stable pits. At the top of the box over the cone is a square hole. When this trap is placed in position the only light which enters the stable pit comes through this opening and acts as a bait to the flies when they wish to leave the pit, attracting them into the cone, where they are caught. While the trap has yet to be perfected in a number of ways, Dr. Nyhen feels confident that this will ultimately furnish the solution of the problem.

THE WAR ON OPIUM.

President Yuan of the Chinese Republic in a recent interview, spoke with intense earnestness on the evils to his countrymen of the opium traffic and of the determination of his Government to stamp it out of every Province of China. The war against opium is by no means confined to China. At the Hague last January an international opium convention was drawn up and the United States pledged itself to endeavor to obtain the signatures of the governments of Latin America. Twelve of these countries have now notified the United States Government of their intention to sign the convention.

The Latin-American countries which have thus pledged themselves to join in the suppression of opium traffic are Mexico, Guatemala, Ecuador, Honduras, Cuba, Costa Rica, Dominican Republic, Haiti, Salvador, Bolivia and Chile. It is stated that the other Latin-American countries are expected to sign, but no reason is given for the delay in such leading South American Republics as Brazil and Argentina not to mention Colombia, Venezuela and Peru. It is much, however, that such great progress has already been made toward an agreement among nations to suppress the traffic in the most deadly drug that has ever menaced the welfare of the human race.

A CURIOUS COMPLICATION.

In view of possible complications over the Panama Canal Act and the claim that the United States controls the situation, it is instructive to note that at the present time the United States neither owns nor completely controls the Panama Zone. Under the Panama Treaty of 1904 the United States has a perpetual lease of the zone, excepting the towns of Panama and Colon, and after 1913 will pay Panama \$250,000 a year rental. In other words the ownership and possession of the entrances to the canal are not vested in the United States and a large yearly rental will have to be paid for the waterway between these termini.

An attempt to remedy this curious condition of affairs was made when the Panama Treaty was in the Senate years ago. A substitute arrangement was offered which provided: That the United States should pay the French claims, buy the entire State of Panama, pay Colombia and Panama for it, and take a quit claim deed; the money paid Panama to go to the treasury of the territory of Panama thereafter to be set up as a fund to pay more attention to the raising of beef. It is believed that with the present high prices, and the possibility of a meat famine, there is opportunity for a profitable change. The present summer has brought copious grain crops, which might tend to discourage any move in the direction of livestock; but at the same time the hay crop has been record breakers, and have naturally turned the attention of alert farmers to new possibilities.

In recent years the livestock industry in Western Canada has not advanced rapidly. As the country becomes less and less a new land the tendency is to shift from grazing to the raising of grain. Experts see in this tendency one cause for the high price of meat products. The Canadian Pacific Railway has created a department of livestock raising, and have sent consignments of cattle into the Western Provinces to be sold by auction. The effort is praiseworthy as an endeavor to solve a real and difficult problem.

Current Comment

The Heart of the Empire.

(Winnipeg Tribune.)

Those little islands across the sea have sent British salmon to the United States, Canada, Australia, South Africa, New Zealand and to other lands, foreign and British, and on this continent there are tens of millions proud to claim their descendancy from Britain. Notwithstanding the immense outpouring of her sons and daughters, Great Britain continues to grow in population and in trade, and comparative figures just issued even in the matter of the former, show her to be more than holding her own with many other countries across the water. Anything Canada can do to maintain the prestige of the greatest nation the world has ever known should be done willingly and without unseemly party wrangling.

No Arbitration for Panama.

(Vancouver News-Advertiser.)

The announcement that the United States Government will decline to send the Panama Canal question to the Hague Tribunal is not surprising. President Taft defined his own attitude when he signed the bill, and wrote his message concerning it. The President who takes office next March may be willing to support the treaty as judiciously interpreted, but it is not his duty to arbitrate the Panama question. He is evidently not any more bound by his own declarations than he believes the United States nation is bound by its own contracts.

Where Danger Lurks.

(Stratford Beacon.)

Twenty-two per cent of the claims paid for accident insurance last year was paid to the victims of automobile accidents, a fact which gives additional proof of the danger connected with this necessity of modern times. It is said drivers of automobiles are not paying enough for insurance, but are pedestrians, many of whom are run down by these machines because of careless drivers, to have their accident insurance raised too. The danger of accident is certainly increased. It is a nice question for the accident insurance companies to settle.

A Tribute to Mr. Borden.

(Pall Mall Gazette.)

He is the embodiment of a great wave of Imperial feeling and filial love. Where he and Canada lead there can be little doubt that Australia, New Zealand and South Africa will follow. For the practical result of Mr. Borden's mission we must wait a while, but in the confidence that a great step forward will be taken toward the establishment of that Empire of peace which it is the destiny of the British race to establish.

Sympathy Wasted.

(Edmonton Journal.)

Dun's Bulletin, which can hardly be accused of having a political purpose in citing the fact, notes that the prices of cash grain at Winnipeg have been running considerably ahead of those at Minneapolis for some time past. It is really too bad that all the sympathy which the Liberal press has been extending to the Western farmer on account of the loss that he has sustained through the defeat of reciprocity should have been so sadly wasted.

The Best Temperance Policy.

(Ottawa Citizen.)

It may be taken for granted that any sweeping legislative prohibitive measure will prove either impossible or ineffective. Give workingmen working conditions that permit the free development of the full faculties, and remuneration that allows the reasonable gratification of his normal desires and wants, and a greater blow has been struck the drink traffic than all the attempts of reformers to put a legislative ban upon the bottle.

Joy in Work.

(Harper's Weekly.)

General Booth did wonderful work and he seems to have had a first rate time doing it. All his life long we read of him as a very happy man, with his times of trial, of course, but in the main very happy. That seems usually to be true of men who accomplish great things. They love the doing of them, and the greater the difficulties the more they love the work.

Deceptive Names.

(Pittsburgh Dispatch.)

As a general working rule, when you come in the vicinity of politicians known as "Honest Tom," "Honest Joe," or some other "honest" cognomen, it is a timely precaution to button up your pockets. It is so much easier to call yourself honest than to be honest.

No Wonder.

(Toronto Mail and Empire.)

There is more boomerang than boom in President Taft's veto.

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THE LATEST ST. JOHN MARKET QUOTATIONS

COUNTRY MARKET

Beef, western	0.10	0.11
Beef, butchers	0.09	0.10
Mutton, per lb	0.07	0.08
Pork, per lb	0.10	0.11
Spring lamb	0.12	0.13
Veal, per lb	0.09	0.10
Eggs, henney	0.00	0.01
Tub butter, per lb	0.22	0.23
Roll butter, per lb	0.23	0.24
Creamery butter	0.22	0.23
New carrots, doz	0.00	0.01
Ham	0.00	0.01
Beets, per doz	0.00	0.01
Peas, per doz	0.00	0.01
Spring chickens	1.00	1.01
Turnips, bus	0.00	0.01
Lettuce, per doz	0.40	0.41
Celery, per doz	0.00	0.01
Cabbage, per doz	0.50	0.51
New peas, per bus	0.00	0.01
New beans, per bus	0.00	0.01
New potatoes	0.00	0.01

FRUITS, ETC.

New Walnuts	0.12	0.14
Oregon walnuts	0.14	0.15
Marbot walnuts	0.11	0.12
Almonds	0.15	0.16
California prunes	0.08	0.09
Filberts	0.11	0.12
Brasils	0.17	0.19
New dates, per lb	0.06	0.07
Peanuts, roasted	0.10	0.11
Bag figs, per lb	0.04	0.05
Lemons, Messina, bx	6.00	7.50
Lemons, per doz	0.85	0.90
Cocoanuts, per sack	3.75	4.25
Bananas	1.50	2.50
Egyptian onions, lb	0.00	0.01
Bermuda onions, c	0.00	0.01

PROVISIONS.

Pork Am. mess	0.00	23.50
Pork, Domes, mess	0.00	28.50
Pork, Am. clear	25.50	26.00
Am. plate beef	19.50	20.50
Lard, pure tub	0.14 1/2	0.15 1/2
Lard, comp, bbl	0.11 1/2	0.12 1/2

FLOUR, ETC.

Oatmeal roller	5.75	6.00
Standard oatmeal	6.50	6.00
Manitoba high grade	6.55	6.75
Oatmeal full patent	5.45	6.00

CANNED GOODS.

The following are the wholesale quotations per case:		
Salmon, cohoes	0.00	9.00
Spring salmon	7.50	8.00
Kipper herring	4.25	4.40
Clams	4.00	4.25
Crabs	4.00	4.25
Oysters, 2s	2.25	2.50
Crabbed beef, 1s	2.25	2.50
Peas, 2s	1.09	1.25
Peas, 2s	1.09	1.25
Pineapples, sliced	1.50	1.85
Pineapples, whole	1.35	1.90
Singapore Pineapples	1.75	1.80
Lombard Plums	1.10	1.15
Raspberries	1.35	1.87 1/2
Corn, per doz	0.00	1.10
Peas	1.25	1.35
Strawberries	1.35	1.37 1/2
Tomatoes	1.35	1.87 1/2
Pumpkins	1.05	1.07 1/2
String Beans	1.10	1.25
Baked Beans	1.00	1.25

GROCERIES.

Choice seed raisins	0.08 1/2	0.09 1/2
Fancy do	0.09	0.10
Currents, clean 1's	0.08 1/2	0.09
Cheese, new, per lb	0.15	0.16 1/2
Onions, 1s	0.03 1/2	0.04
C'm tartar, pure, bx	0.20	0.23
Sugar soda, per keg	2.10	2.20
Molasses, fancy bar	0.85	0.95
Beans, hand picked	3.00	3.10
Beans, yellow eye	0.00	2.75
Split peas	0.00	2.75
Pot barley	0.00	7.00
Gran. cornmeal	2.70	3.80
Gran. cornmeal	5.00	5.10
Liverpool salt, per sack, ex store	0.70	0.75

SUGARS.

Standard gran	0.00	5.10
Golden Empire gran	0.00	5.00
Bright yellow	0.00	5.10
No. 1 yellow	0.00	4.90
Paris lumps	0.00	6.05

GRAINS.

Large dry cod	0.00	6.50
Medium dry cod	0.00	6.50
Small dry cod	0.00	2.75
Locks	0.00	2.50
Old Manan herr, bbl	0.00	5.00
Fresh cod, per lb	0.02 1/2	0.03 1/2
Blenders, per box	0.85	0.90
Hallbutts	0.10	0.15
Finan haddies	0.05	0.06
Kippd herr, per doz	0.20	0.00

HIDES, SKINS, ETC.

Beef hides, per B	0.11	0.11 1/2
Calf skins	0.17	0.18
Lamb skins and shearings	0.20	0.25
Tallow	0.00	0.05 1/2
Wool, washed	0.21	0.22
Wool, unwashed	0.00	0.15

HAY AND OATS.

Hay, carload pr ton	0.00	15.00
Hay, per ton	0.00	15.00
Oats, carload pr bus	0.00	0.50
Oats per bushel	0.00	0.54

FISH.

Pratt's Astral	0.00	0.30
White Rose Ches. A	0.00	0.17 1/2
Silver Star	0.00	0.17
Lined oil, bottled	0.00	0.99
Lined oil	0.00	0.96
Turpentine	0.00	0.65 1/2
Motor gasoline	0.00	0.21

MARITIME GOLF SCORE YESTERDAY

The following were the results of the Maritime Golf championships yesterday:

In the semi-finals C. M. Sprague, of St. John, defeated H. N. Stetson, of St. John.

M. Wylie, of Halifax, won from W. A. Henry, of Halifax—5 up.

Messrs. Sprague and Wylie will appear in the finale today.

Other results were: New Brunswick, Nova Scotia, C. M. Sprague, 1 H. M. Wylie, 0 H. N. Stetson, 1 W. A. Henry, 0 Andrew Jack, 1 H. J. McCann, 0 D. J. Magee, 0 H. McD. Henry, 1 Dr. Sprague, 0 O'Brien, 1

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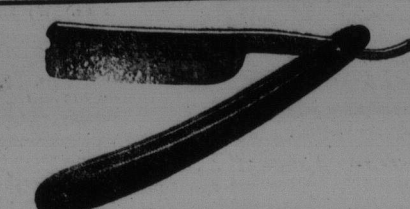
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