

The St. John Standard

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

H. V. MacKINNON,
Managing Editor.
YEARLY SUBSCRIPTIONS
By Carrier \$5.00
By Mail 3.00
Semi-Weekly, by mail 1.00
Invariably in advance.
Advertising rates on application.

ST. JOHN, N. B., FRIDAY, AUGUST 14, 1914.

"LEST WE FORGET"

Rt. Hon. R. L. Borden in the House of Commons, on March 29th, 1909:—

"The day might come—I do not know that it will come—the day might come; it might come tomorrow, it might come next week, it might come next month, when the only thing we could do in the absence of preparation in this country would be to make some kind of contribution."

Rt. Hon. R. L. Borden in the House of Commons, on January 12th, 1910:—

"The speediest organization would not make our Canadian naval service effective in less than ten years. Probably 15 or 20 years would be required; and the crisis, if a crisis is to be apprehended, will come within five and probably within three years."

Rt. Hon. R. L. Borden in the House of Commons, on December 5th, 1912:—

"This Empire will never undertake any war of aggression, and all the influence of Canada will assuredly be arrayed against any such course; but we know that war has come many times within the past fifty years without warning, like a thunderbolt from a clear sky, and thereby the power, the influence, and the destiny of more than one nation have been profoundly affected. A naval war especially may come with startling suddenness, for these tremendous engines of war are always ready and prepared for battle."

"But today, while the clouds are heavy and we hear the booming of the distant thunder, and see the lightning flashes above the horizon, we cannot and we will not wait and deliberate until any impending storm shall have burst upon us in fury and with disaster. Almost unaided, the Motherland not for herself alone, but for us as well, is sustaining the burden of a vital Imperial duty, and confronting an overmastering necessity of national existence. Bringing the best assistance that we may in the urgency of the moment, we come thus to her aid, in token of our determination to protect and ensure the safety and integrity of this Empire, and of our resolve to defend on sea, as well as on land, our flag, our honor and our heritage."

Sir Rider Haggard at the Union Club, St. John, August 12th, 1914:—

"Do you understand that if we fail, you fail? Do you all understand that if Germany and her allies become the masters of England they become the masters of the world; and that in two or three years there will be no British Empire? If you realize that, every man of you must go as we must go. We stand at desperate straits with our fate."

"The Armageddon which has been so long foretold has at length fallen upon us. In our country we have a party which for years and years has tried to drive down our throats the alleged fact that a large navy was not necessary for England. That party at times nearly got the upper hand. About 1886 or 1887 it had the upper hand but a revival took place and had it not been for this fact what would have been today the state of the country? Through thick and thin, in face of ridicule of every kind, through detraction and insinuations of interested motives they who fought against the little navy, fought on and struggled on, insisting in this way and that and tried to drive home the fact that a larger navy was necessary to the life of the Empire. Had it not been for them England today would have had practically no navy, and what then? (Cheers.)"

"That navy is at the moment shrouded in the darkness of the North Sea. We know nothing, but we have faith. We believe that by the aid of God we shall conquer, and that the world shall be free. If our belief is vain, good night to England, and good night to all who are of England."

THE FIRST GREAT BATTLE.

Apparently one of the great land battles, for which the world has been waiting, and which may be expected to have some effect upon the conclusion of the European war, is now underway, but it is yet too early to indicate whether the enemy has been decisively defeated. As nearly as can be gleaned from the despatches, it appears the conflicting forces are engaged along a battle front of many miles. The scope of the operation renders it extremely difficult to form any clear idea of its progress, and it will probably be one or two days before definite information can be secured. Accounts of fighting on one flank of the German line, state that the Belgians have met with some success but, in spite of this, the advance of the German army through Belgium has not halted. Brussels is in terror, with men and women fleeing in the confusion and confusion, and the German forces are now in the city. It is not clear that the Germans have yet come upon the main army of French and British troops where the real clash is expected.

The defeat of Germany in this first big battle should have an important effect upon the hastening of the conclusion of the war. If, and God grant it may not be, the fortunes of war should go against the British, French and Belgians, it will merely postpone the inevitable, for Great Britain cannot be beaten in this conflict where the future of the Empire is at stake. A reverse now will mean the necessity of sending some hundreds of thousands additional troops into the field by Britain and France, and result in the prolongation of the struggle, but the Kaiser's forces must be defeated in the end. In the interests of humanity it is to be devoutly wished

that victory will rest with Great Britain and her allies. Such a victory would, in reality, be a victory for the great mass of the German people, for it is not to be supposed that a people, ordinarily peaceable and love abiding, would not welcome even defeat of their arms if such would free them from the war lust of the Madman of Berlin.

It is stated that two sons of Dr. Michael Clark, Liberal M. P. for Red Deer, Alberta, have enlisted in the service of the Empire. Dr. Clark, or "Red Michael," was one of the most persistent of all the Liberal talkers against the proposal to aid Britain by a contribution to naval defence. He said it was sheer foolishness to prepare for war and was completely unconvincing even by Mr. Churchill's notable communication. Apparently his sons today appreciate wherein their father's "statesmanlike vision" failed, but no matter what Dr. Clark's family may have been in the past his sons may be expected to do credit to their distinguished parent who, if not always right, is at least always in earnest.

It is a peculiar coincidence that certain newspapers in Canada, blatant in their declarations against warlike preparation are now most excited over the Empire conflict and increasingly fervent in their desire for victory. Time works changes.

An exchange remarks that the name of the officer in charge of the Belgian forces at Liege was Leman and that he did not fail to hand the German invaders one of his most juicy products.

H. M. S. Bristol has proven worthy of her name.

Diary of Events

HISTORIC DAYS IN CANADA

Seventy-four years ago today, Aug. 14, 1840, a steamship in the Canadian service established a new speed record by crossing the Atlantic by completing the voyage from Halifax to Liverpool in a little less than ten days. The vessel which accomplished this feat was the steam packet Britannia, the first vessel of the new famous line founded by Sir Samuel Cunard, a native of Halifax. Halifax harbor has been first entered by a steamship line in 1831, when the Royal William inaugurated a service between the Maritime Provinces and Quebec. When Cunard founded his steamship line in 1840 he made his native city a port of call, the liners proceeding thence to Boston. Later New York was made the chief American terminus, and Halifax was dropped from the Cunard map. The company organized by the Nova Scotia shipowner was at first known as the British and North American Royal Mail Steam Packet Company, and obtained a contract from the British government for carrying the mail between Liverpool and Halifax, Quebec and Boston. The Britannia sailed for Halifax on her maiden voyage on July 5, 1840, and after calling at the British port of Boston, the trip having been accomplished in fourteen days and eight hours. On the return voyage the little vessel reached Liverpool on August 4th and reached Liverpool on the 14th. The Britannia soon lost her supremacy as the speediest of transatlantic craft, the Cunard Acadia winning the blue ribbon of the seas in October, 1840. The Acadia was the first ship to make the trip in less than ten days, beating the Britannia's record by several hours. The four-day boats of the present era would doubtless have seemed impossible to our ancestors of seventy-five years ago.

THE HUMAN PROCESS ON

HENRY OF PRUSSIA 52 TODAY.

Grand Admiral Prince Henry of Prussia, the German Emperor's son or brother, will be fifty-two years old today, having been born in Berlin on Aug. 14, 1862. Officially the affable Prince is a warrior of the sea, but he has often been called upon to act as the "drummer" for his imperial brother, and in his capacity of traveling man for German commercial interests he recently made a tour of Brazil, Argentina and Chile. While it is true that Prince Henry carried no sample trunks, and did not directly call on merchants and manufacturers to solicit orders for the products of industrial Germany, his mission was distinctly commercial. For years the Germans have captured a large share of the South American trade, but of late England, France and the United States have been cutting largely into the German share of the trade of "Drummer" Hohenzollern.

Prince Henry, besides being an admiral and a commercial traveler, is a yachtsman, motorist, golfer, cyclist and "cinema" operator. In South America he made his own moving picture films, having been instructed in the art before leaving the fatherland. He is very democratic, and put on no "side" on board ship, mingling with the other passengers in the smoking room, cracking jokes and telling yarns just like a sure-enough "drummer." It was observed that the Prince wore a turned "up and down" collar with his dinner jacket—a sartorial combination that is little short of a crime, in the opinion of the arbiters of masculine fashions.

It was generally admitted in the German press that the visit of the Prince and Princess to South America was for the purpose of fostering trade relations. The Berlin papers declared that Col. Roosevelt's journey south of the equator was intended to strengthen the influence of the United States in that part of the world, and the Prince's journey was described as a countering measure.

The Emperor's brother has never entertained any desire to fight the English, as he is personally very fond of John Bull's island and its people. He has visited England whenever opportunity offered and has remained as long as possible. The Prince's journey was expressed indignation at the long utterances of Berlin and London newspapers.

Prince Henry visited the United States in 1902 and was given a very cordial welcome in New York, Washington and the other cities he visited. Although he remained only a few days, the Prince accomplished much in that time toward cementing the friendly feeling between the empire and the republic.

As an aviator Prince Henry has made many flights, and he has been described as a cool, daring and competent bird-man. He has won numerous yachting trophies.

THE PASSING DAY.

PARAGUAY INDEPENDENCE DAY.

To most North Americans the little South American republic of Paraguay is a terra incognita, and even those who have made the "grand tour" of the southern continent have usually passed Paraguay by, because of its inland location. Thereby they have missed much, for Paraguay is a land of wonders, and it holds within its borders scenery that is not to be equalled anywhere else in the world. When South America attains its full development, Paraguay is certain to become a tourist resort, for its tropical climate is modified by mountain chains.

Paraguay is a country of capital, would be greeted today by sounds of martial music and the tramping of many feet, for this is the Independence Day of the republic, and Palma street and the other principal thoroughfares of the city will be lavishly decorated in festive attire, while the whole populace will turn out to cheer the soldiers as they march past the reviewing stand where the President and his cabinet sit in state. Under the Span-

Little Benny's Note Book

BY LEE PAPE.

Pop had a headache yesterday afternoon and he was laying down in the setting room with it, and when I came in to see him, he said, "Don't make any noise, yure farthirs got a headache and hes trying to go to sleep."

Im ony going up to get my base ball glove, I sed.

Well dont make any noise going up, sed ma.

No man, I sed, And I started to go up awn my tip-toes, but wat did I do but trip awn the top step and bang rite into the setting room door as N I thart I was a battling ram.

Who the devil is that, sed pop from inside the setting room. Which I didnt say who the devil it was, I jest standing there a wile without making any noise and then keeping awn going up stairs awn my tip toes, and wen I got up in my room I started to look for my base ball glove and coodent find it anywere, nocking over 2 chares, wich I he chares thare in my room, and moving the bed 3 times to see if it was awn the door, the bed skeeking setch time, and thinking, G wisa, I wundir fi pop is heering any of this. Wich he mite of bin, awn akount of my room beeing rite over the setting room.

When I remembered wate the glove was, beeing in the closet in the setting room, and I went down and opened the setting room door kwiet as anything and heer pop had his eyes closed as if he was asleep but thare was a expression awn his face as if he had bin heering noises, and I went over to the closet and thare was the glove awn the top shelf, so high I coodent reach it then, so I got a stool and put it awn top of the chare and I was jest about to reach it wen sumthing slipped and the chare went over and the stool floo out and I cam down bang, me and the chare and the stool together making such a noise that pop jumped up as if he was awn the door, he sed, wat the hell is that, and I went tell the end of it awn akount of it beeing to panell, but the base ball glove is still up awn the top shelf in the setting room closet.

ish regime Paraguay was a part of the Province of La Plata, but when the Argentine established their freedom the inhabitants of Paraguay set up an independent republic. They declared their independence on August 14, 1811, and defeated the Argentine army sent against them. The country was ruled by two consuls until 1844, when the form of government was changed and a president was elected. In the '60s Paraguay engaged in a disastrous war with Brazil, Argentina and Uruguay. After the conclusion of the conflict the country was again reorganized along more democratic lines, and since then political upheavals have been rare.

It is not generally known that Paraguay has the most magnificent waterfalls in the world, compared with which our own boasted Niagara Falls is but a small affair. The Iguassu falls alone make a visit to Paraguay well worth while. Of this little known scenic marvel Miss Annie S. Peck has written:

"Comparing this with the other two great cataracts of the world, Victoria and Niagara, the African fall leads in height with a leap from 210 to 260 feet, that of the Iguassu is 106-210 feet and Niagara but 150-164. The width of Victoria is slightly more than Niagara's; the Iguassu, with its 1,122 feet, has more than double the breadth. In the volume of water, all the Iguassu is greater with 28,000,000 cubic feet a minute to 18,000,000 of the Victoria. Our great Niagara thus seems outdone by both, while in the magical beauty of the surroundings there is no comparison. While many former citizens of the United States, Canada and England may be found in the haciendas of the great cattle ranches of interior Paraguay, Americans and Englishmen have played but a small part in the commercial development of the country. The commerce of Asuncion, the capital, is largely in the hands of Germans, French, Spaniards and Italians, and there are less than a dozen British

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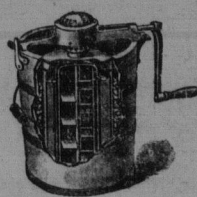
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