

The St. John Standard

Published by The Standard Limited, 52 Prince William street,
St. John, N. B., Canada.

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

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ST. JOHN, N. B., FRIDAY, AUGUST 13, 1915.

"We are fighting for a worthy purpose, and we shall not lay down our arms until that purpose has been fully achieved"—H. M. The King.
TO THE PEOPLE OF THE EMPIRE—Every fighting unit we can send to the front means one step nearer peace.

LAURIER AT ST. LIN.

From time to time since the outbreak of war, Liberal newspapers have regarded their readers with alleged statements from Sir Wilfrid Laurier and other men prominent in the councils of that party to the effect that until the affairs of the Empire had been settled it was a patriotic duty to refrain from the discussion of political questions. No point should be raised, according to Sir Wilfrid, that would furnish occasion or excuse for the slightest division of opinion. Every effort should be in the direction of welding the Canadian people into an harmonious whole.

Expressions of such sentiments are entirely to be commended, provided, of course, that they truly represent the viewpoint of the men to whom they are credited. Sir Wilfrid has been responsible for many such and, consequently, it is a natural assumption that the talented wearer of the white plume is devoting all his energies to the prosecution of the cause of Empire and that, at this period of national crisis, sordid considerations of party politics have no place in his mental vision.

Canadians, who have accepted the liberal estimate of Sir Wilfrid's activities have been comforted and edited by the spectacle of the "Peerless Leader" of the Opposition party casting political considerations to the winds and travelling up and down the length and breadth of his beloved Quebec speaking to the young men, employing the witchery of his eloquence to move them to offer their services to the cause. It was a noble opportunity for a high-minded patriot and, consequently, when it became known that Sir Wilfrid was to visit his home town, St. Lin, officially known as "Ville des Laurentides", it was natural to expect that any utterance he might make there would be in the nature of an exhortation to the sturdy young manhood of St. Lin to heed the call of Empire and seek service with the colors.

Reports of Sir Wilfrid's St. Lin oration, however, do not show that he devoted the time at his disposal to any such purpose. On the contrary, we find that partisan politics appeared to him to be of more importance than Empire policies. He defended the reciprocity proposals of his government, proposals which if they had not been defeated by the Canadian people would have delivered this country bound and gagged to the tender mercies of the American trusts and would as well have gone a long way in the direction of severing the commercial ties binding us to the Empire. Liberal speakers and Liberal newspapers, of course, will deny this, but that the Laurier plan was recognized as tending that way is instanced by the statements of such American speakers as former President Taft, Hon. Champ Clark, and such moulders of American opinion as the New York Tribune, the Boston Transcript and even the Hearst newspapers. All of these welcomed reciprocity as leading directly to commercial union and eventual annexation. Such a policy could not be in the interests of Empire and yet it was fostered by Sir Wilfrid Laurier and the Laurier press.

On Saturday last, in St. Lin, Sir Wilfrid referred to his reciprocity campaign as follows: "I look upon the day of my last defeat, when the public vote went against me, as perhaps one of the most glorious pages in my political history," and he went on to explain the causes for that defeat as follows: "Our country had developed with such rapidity that new markets were required for the sale of the overflow of our production and we were defeated because we wished to provide those new outlets."

Let us briefly analyse Laurier's defence in the light of the facts. It has been established that America welcomed reciprocity, not only for its immediate benefit to the manufacturing interests in that country, but because it would lead to commercial union between Canada and the United States. Commercially united with the United States, Canada would, in time, be lost to the Empire. The Canadian people would have none of the proposal when they had an opportunity to pronounce on it. Yet we find Sir Wilfrid Laurier telling a Quebec audience that he regarded his defeat in such a traitorous

cause as "one of the most glorious pages in my political history." Such partisan rot may be accepted with approval in the rural districts of the Province of Quebec, but how does it appeal to the Loyalists of New Brunswick?

After discussing reciprocity to his own satisfaction Sir Wilfrid passed on to defend his policy of a Canadian navy. The absurdity of that plan has already been established, but the Liberal leader in his defence of it made one interesting statement, interesting particularly, as it serves to illustrate the working of his own mind at this time. He called attention to what he termed the unprotected condition of the Atlantic and Pacific coasts of Canada and declared that if his naval policy had been adopted those coasts would have been protected by the Laurier navy.

Let us see if that statement will bear the light of examination and, for the sake of argument, let us suppose that the Laurier plan for the construction of light cruisers had been adopted; let us forget for the moment that Laurier proposed first, to build the shipyards in Canada and then to build the ships, and that if his plan had been followed not one of his suggested vessels would have been ready for sea in time to be of real service in solving the defence question. Let us forget all that can be shown against the Laurier scheme and picture instead the vessels as he planned them off Halifax and St. John, and Vancouver and Victoria, ready and waiting to protect Canada against the Germans. We cannot forget, however, that before the Germans could attack Canada they would have to break through the sea of the British navy in the North Sea. After they had crushed that navy they could proceed toward Canada and access to our shores would be barred by what? Not by Dreadnoughts, from whose 14-inch guns would scream iron messengers of defiance, but by two or three light cruisers, Laurier's pitiful parody on naval efficiency. What chance would such "defenders" have against vessels that had already vanquished Britain's mighty navy? To ask the question is to answer it.

Sir Robert Borden's naval plan was for a gift of Dreadnoughts to be used to strengthen the British battle line, not off the coasts of Canada, but in the North Sea where strength would be needed if it was needed at all. Under the Borden plan Canada's ships would fight. Under the Laurier plan they would remain off the Canadian coast either idle, because they would not be needed, or useless, because of inefficiency. If Britain's navy could stop the Germans, Laurier's coast defence ships would not be needed. If the enemy vanquished Britain's Dreadnoughts and started for Canada of what value would be Laurier's light cruisers?

Sir Wilfrid's address in the town of his birth may be regarded by the people of Quebec as a practical portrayal of a patriotic policy, New Brunswick will view it as a pitiful exhibition of partisan politics, tending to create strife and rancour and party divisions and of absolutely no value to the solving of those great Empire problems which should now be occupying the minds of all patriotic Canadians. On this crisis Canada has little time for politics and less for Laurier's vapourings.

RIGA, AND THE LUMBER TRADE.

Germany's demonstration by land and sea against the Russian port of Riga is more than an attempt to secure possession of a point of strategic importance. It is as well an endeavor to strike a blow at England by cutting off her principal source of lumber supply. Riga is easily the greatest lumber shipping port in the world, and it is stated that Britain there secures at least fifty per cent. of her total requirements. It is also pointed out that at the present time there is in Riga ready for shipment not less than three hundred million feet of lumber, much of which would, under ordinary circumstances, cross to Britain. Germany can make very good use of this, and should the present movement develop a larger measure of success than the incidents of the past few

days indicate, this lumber may eventually find its way to Germany by rail. There is, of course, the possibility that Russia, facing the prospect of evacuation of this port, may adopt the policy which has apparently been carried out elsewhere, and destroy any such stock as may be of use to the Germans.

The effect aimed at, namely the inconvenience of Britain, will not, however, be accomplished, even in the face of German occupation of Riga, for with the world-wide command of the seas Britain does not depend upon the Baltic ports for her supplies. Indeed in view of the disinclination of steamship owners to accept charters in dangerous waters when an abundance of business is offering elsewhere, British importers have been planning ahead for some time, and there is not the least reason to fear that they will experience difficulty in securing ample lumber to meet all requirements. In anticipation of some such Baltic interference, as now seems possible, there has been an inclination to look westward for cargoes, and indications are that before long there may be a marked improvement in the English lumber market, in so far at least as shipments from America are concerned. It is, of course, true that under present conditions freight rates amounting to some seventeen dollars per thousand feet add an element of uncertainty to the business of the shipper on this side who sends forward cargoes otherwise than under contract at previously determined prices. Yet in the ordinary course of commerce these difficulties, and any others which may arise, will be overcome. And while Canada will experience sincere regret should Russia find it advisable, from the standpoint of military expediency, to withdraw her troops from Riga, there will be satisfaction in the knowledge that this country is in a position to make good any shortage in Britain's supply of lumber arising from this source.

"Maarten Maartens"

The death of Maarten Maartens brings again to many minds the name which thousands admiringly spoke when this writer's novels first came into prominence, says the Boston Transcript. In his later years Mr. Maartens had continued production, but it was those early tales of Dutch life which won him a lasting position that later efforts did little to better. However well he wrote of English and German people and scenery, he was at his highest, it has been remarked, when his imagination played familiarly under the sober skies, over the flat, mist-haunted, sombrely beautiful landscapes of Holland, among the humors, the business and pleasures, the stolidities, the idiosyncrasies, the dour passions and the honest virtues of his own people. Dutchman though he was, it was not in a foreign tongue or through the medium of halting translation that Maarten Maartens spoke to his English public, but with a faultless command of our language and a flow in style which many born to the tongue have never acquired. Like Joseph Conrad, it was only his name that Myneer van der Poorten-Schwartz chose to translate, choosing Maarten Maartens for a pen-name, says the Christian Science Monitor. Analysis shows mounting wealth in the form of personal property and property owned by public utilities corporations with no proportionate income from it for public use. The holder of real estate cannot dodge his tax; the state constitution insists upon uniformity of assessment; and law and assessing custom favor the forms of property that grow fastest and pay least. Kansas is still so populated and has so many land-owning citizens that it should be able to get remedial legislation making for equity much sooner than older states will be able to, states that face similar conditions, that get the same kind of expert advice from their tax commissioners, but states where the public utilities corporations and owners of personal property are strongly entrenched.

Tax Laws in Kansas

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MACKEREL IN HALIFAX HARBOR.

Halifax papers of yesterday referred to a large run of mackerel in the harbor as follows: "The big run of mackerel, which came in Monday, is still in the bay. Yesterday there were immense schools along the western shore, while around and about the middle shoal, the water fairly boiled, and so weighty were the schools that they could not only be seen, but heard at a great distance."

"A big school was missed at Fergusons Cove, just off McLellan's stage, and within thirty feet of the shore, owing to the head rope of the seine becoming fouled, but, later Clem Conway, with a meshier, went around a big lot, south of the Government wharf, and James Brooks took another lot in his nets and several others reported similar results with their nets."

"Yesterday morning every seine boat

Little Benny's Note Book.

By LEE PAPE

Me and my cousin Artie found a book with a paper kuvvir this afternoon, the name of it being, Lady Flavia's Secret, and we red it a while, being pritty exsisteing, and then Artie sed, Lets play Lady Flavia, Ill be Lady Flavia.

Awl rite, Ill be Lord Liverpool, I sed. And we went up in the setting room and there was a ladys hat awn a chare, being cethir mas or my sister Gladdises, and Artie took it and put it awn his hed, saying, Whatevyr you do, Lord Liverpool, you reich, dont play me fals.

Who are you calling a retch, proud creetchir, I sed. Dont tawk to me, Lord Liverpool. I no awl, sed Artie. And he started to wawk up and down the setting room with the ladys hat kumng down to his nose, wich if Lady Flavia really looked like that, good nite, I pity her, and I sed, I repeat, Lady Flavia, who is a retch, me?

Yes, Lord Liverpool, yure a heck of a retch and my luv has terned to hate, sed Artie. And he took up a pillo and throo it at me, only it didnt hit me awn akkount of me being such a good dodger.

Woman, be carefill, I sed. And I throo the pillo back at him and it hit the ladys hat and nocked it away ovr to the uthir side of the room.

You broot, leave me for evvir, sed Artie. And he ran and picked up the hat and put it awn his hed agen, wun of the fethirs being bust.

I shell nevvr darkin yure doar agen, Lady Flavia, but befor I go give me wun last kiss, I sed.

Nevvr, Lord Liverpool, sed Artie.

Then good by and fare well, I sed. And I went out and slammed the setting room door, and then I opened it agen and cam back, saying, Lady Flavia, I have jest lerned that you have basely deseved me. And I picked up the pillo and throo it at him agen and wad did it do but hit the hat agen, and both fethirs floc awf of it and the rest of it was awl twisted.

G wizz, youll ketch it, sed Artie. And he put the hat back awn the chare and we tred to put the 2 fethirs back, but they woont stick so we leyed them awn top of the hat, and I haven't fownd out wheathir its Gladdises hat or mas hat, awn akkount of neethir of them being hoam yet, and I dont care how lawng they take.

available was manned and after the fish.

"Besides the mackerel there are a number of sword fish on the rounds, and they are being chased by the sword-fishermen with specially prepared boats."

FARM LABORERS' EXCURSIONS TO THE WEST.

With the promise of a bumper crop in the west, the Governments of Manitoba, Saskatchewan and Alberta have called upon Eastern Canada for thirty thousand harvest help laborers to assist them in saving the harvest. The Canadian Government Railways will sell harvesters tickets to Winnipeg from all stations in the Maritime Provinces, Tuesday, August 17th, and Tuesday, August 24th, to Winnipeg, at very low rates the fare from Moncton to Winnipeg being \$12.50, and the fares from other stations will be in proportion.

The route will be via the Intercolonial to Montreal, Grand Trunk to North Bay, Temiskaming and Northern Ontario to Cochrane, thence trans-

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