

The Standard



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SAINT JOHN, FRIDAY MORNING, AUGUST 19, 1910

LAURIER AND HIS BOSWELLS.

One of the features of the trip of Sir Wilfrid Laurier in the West is that furnished by the Boswells who are in attendance and are required to telegraph to their respective papers the wise sayings and patriotic dolings of their hero. From these chroniclers, says the Mail and Empire, we get a fine insight into the character of the Ottawa politician. We were told, for example, by special wire a few days ago that Sir Wilfrid has shown marvelous composure during his tour. He has permitted himself to be seen by all sorts of people, irrespective of rank and position.

An illustration of his courtesy was afforded by his conduct one morning when a little lad knocked at the door of the drawing-room car and informed Fred Pardee, M. P., who appears to have been acting as valet, that he had received a camera as a birthday gift and that he wished to try it upon the principal visitor to the town. Of the desire of the young photographer Sir Wilfrid was informed. Some statesmen would have sent the child away gruffly. Not so Sir Wilfrid. With the urbanity for which he is famous he stood up and was photographed, after which he generously gave the lad a chocolate.

Another incident is equally touching and equally informing. A little lady was sent to give the Premier a bouquet. Instead of seizing the flowers and giving a short, brusque "Thank you" to the child, Sir Wilfrid graciously laid aside all thoughts of his importance for the moment and left a kiss on the brow of his young friend. The little girl wept, possibly for joy, upon being caressed by such an exalted gentleman, and the incident so affected the observers that one of them, a Galician, went home and ordered his new son and heir to be christened Wilfrid Laurier Projeski in honor of the public man who, in spite of cares of State, could regard with favor a little girl.

That Sir Wilfrid is careful of the little people is announced in several of the reports of his proceedings. A proof was given at Edmonton. There a boy sat on the sill of a window near the platform. It occurred to Sir Wilfrid that the boy might fall. Inspired by this fear Sir Wilfrid gave expression to the memorable words, "Hadin't that child better be removed?" whereupon the mother drew him to a place of safety and the life of a Canadian, who some day may occupy a very high position, was thus saved. A more delightful incident is that recorded as having taken place in the mountains two days ago. Following a trail, Sir Wilfrid met two little girls, one of 12 and the other of 14, mounted on a pony. The right honorable gentleman at once delivered one of his speeches to them, eulogizing the glories of the scenery and urging them to maintain a high standard of Canadianism.

It was on the occasion of the collision that Sir Wilfrid displayed a quality that does not belong to all politicians, namely, solicitude for the welfare of others. The trains came together with a thud, and the right honorable gentleman slid from the sofa, while the glasses and bottles dropped with a crash from the table. Without the slightest thought for himself, but as usual thinking of others, Sir Wilfrid inquired of George Graham, "Is anybody hurt?"

This question is not the most important remark that has fallen from the lips of the Premier since he has been in the West. A far more interesting observation is that officially recorded as having come from him when in the mountains. A telegram from Golden says that as the train hastened West Sir Wilfrid turned enthusiastically to George Graham and said, "Glorious! What a country we have—what a heritage!" This sounds like an extract from Pickwick. It seems that some Liberals appreciate the rubbish that is related of their leader for the purpose of magnifying him. But this class cannot be numerous.

THE IMPERIAL CONFERENCE OF 1911.

The Imperial Conference will be held next year, but so far there is not much definite information as to the subjects which will come up for discussion. The most important yet suggested by the British government deals with a grievance the Mother Country has against the colonies in connection with the deportation of undesirable aliens. The British government, while willing to receive back rejected immigrants of British nationality, raises a strong objection to England being made the dumping ground for people from Eastern Europe, whom the colonies, Canada included, may consider undesirable. Canada and the other colonies will be asked to assume the burden of returning rejected aliens to the ports from which they originally sailed.

The last conference dealt with the question of contributions to Imperial defence and one of the results was the Canadian Naval Act. The same question may be discussed again. Trade marks, postal facilities and uniformity of commercial law on various points, may also again be heard of. The All Red Route seems to be if not dead yet sleeping very soundly. Fast steamship lines are being established on the routes to Canada without the proposed subsidy; though with such a subsidy still more might be done, and the existing lines may be regarded as proving the commercial feasibility of the plan.

Control of ocean rates by government or by a commission representing several governments is likely to come up. There are complaints that combinations have been formed among the companies controlling the chief lines of freight vessels and that competition in ocean freights between this continent and Great Britain is disappearing. Proposals have been made by no less

a body than the railway commission looking to the formation of a similar body controlling transportation upon the Atlantic between British countries.

On the question of closer trade relations within the Empire, the London Times in discussing this important issue, says:—"There is yet no visible sign that the conference will be able to deal effectively with those 'paramount issues upon which the future evolution of the Empire really depends. So long as politics in England remain in a state of flux, we are driven to ask the dominions to wait yet again until the country has made a final pronouncement upon the question of preferential trade, and though the ultimate verdict is 'hardly now in doubt, opportunity after opportunity is passing by untaken.'"

The Times remarks that the governments of the dominions have shown no feverish haste in complying with the request to furnish subjects for discussion at the conference next year. With reference to the arrangement of the colonial office and the formation of the colonial of dominions department, with the establishment of an Imperial conference secretariat, the Times goes on to say that the subject appears to have evoked no great enthusiasm in the dominions. In fact it regards the three years' silence of the governments of Canada and New Zealand on this point as somewhat ominous.

Of the results of the last conference the Times regards as very satisfactory the appointment of British trade commissioners in Canada and the other colonies. Their labors, it says, have already borne fruit in the further growth of trade between Great Britain and the colonies, but it calls for larger appropriations for this work.

Although the decisions of the Imperial conferences have not the force of law, yet good results have followed by the introduction of legislation and in the taking of joint action. The proceedings more nearly approach a kind of informal Imperial council. There will be one noteworthy addition to the conference of 1911. For the first time a premier from South Africa will sit with the premiers of Canada and Australia.

TEA DRINKING.

The hold which the tea drinking habit has on the Canadian people is not generally realized. From a recent official document dealing with the world's tea production it is learned that Canada stands third among the tea drinking nations, being beaten only by Australia and the United Kingdom.

The following figures show the consumption per annum in pounds per head of population:—

	Lbs.
Australia	7.10
United Kingdom	6.30
Canada	4.00
Holland	1.45
United States	1.30
Russia	1.25
Norway	1.10
Denmark	0.36
Germany	0.18
France	0.06

In one respect the high place Canada occupies in showing a preference for the cup which cheers is not surprising. Canadians drink tea morning, noon and night. The consumption per capita would be much greater if the properties of good tea were as well understood as they are in England. One of the requisites of good tea is that it should be fresh made, and there is hardly a restaurant in England which does not contain the legend "fresh tea for each customer." Judging by the boiled concoction which is served out as tea in restaurants in this city for example, a very considerable saving in quantity at the expense of quality is effected. The custom of having five o'clock tea, which is general in the Old Country is also doubtless responsible for the prominent position the United Kingdom holds among tea drinking nations.

The Canadian Journal of Commerce, in referring to tea consumption, says that although it is not absolutely a necessary of life, it is so generally consumed that it may be considered one of the principal luxuries for the table of all classes of people, especially those of British race or descent. When it was first introduced into England at the time of the later Stuarts, the price was so high that only the wealthy could afford it, a present to the second Charles costing the donors \$10 a pound. In the reign of William and Mary a duty of \$1.20 per pound, with a 5 per cent. ad valorem, was imposed. At that time not more than 5,000 pounds per year were imported into Great Britain. Today the annual importation is more like 300,000,000 pounds.

CURRENT COMMENT

(Toronto Mail and Empire.)

Sir Wilfrid Laurier complains that in Quebec the people are charging him with dragging us into the vortex of militarism through the adoption of his naval policy. On the other hand, he says, Ontario opinion is that the scheme is designed to promote separation from Great Britain. It is true that these statements are made. Quebec, however, is saying exactly what he taught her; while the Ontario view is sustained by what he told his supporters in caucus touching the purpose of his naval programme. Mr. Turotette, one of his parliamentary assistants, stated to the House of Commons that his acceptance of the policy was distinctly based upon the understanding that the project is a step towards separation from the British Empire.

(Toronto World.)

The farmers of the Canadian West are much concerned over the prices of agricultural implements, and the people of our towns and cities over the cost of automobiles. Both are dearer in Canada than in the United States. How to give a Canadian a Canadian-made reaper as good and at the same price as the reaper sold in the States, and a motor car under the same conditions is the tariff problem that is up before this country. What is true of reapers and motors is true of many things. Can this be done? That's the question that will bear a lot of discussing. Even the manufacturers had better start to think it out themselves!

(Regina Standard.)

Joe Martin, now visiting in Vancouver, says the question most frequently asked him by the Liberals in England was, why did the Liberals of Canada, elected on a free trade platform, fail to carry it out? To which the Candid Joseph replied to all and several that the Canadian Liberals were out for a graft; that they threw down their constituents in order to get a big campaign fund from the Manufacturers' Association. Mr. Martin is not popular with Canadian Liberals. Maybe his remarkable theory that parties should adhere after election to the promises on which they were elected, has had something to do with it.

(Vancouver Province.)

The experienced foreman over a gang of workmen keeps an observant eye on the man who rolls his shirt sleeves up to his shoulders and his collar down to his wishbone.

(Guelph Mercury.)

A rolling stone gathers no moss, but it certainly acquires a polish.

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STUDENT AND WORSHIPPER.

Sometimes the birds and brooks and bees
Are more to me than human kind;
I take my gospels from the trees,
My litanies from the wind.

I see the pave where traffic roars;
I see the proudly pillared nave:
For me the mead's sun dappled floors,
The pine tree's organ at a stave!

Formality I'd fain forget,
The churchman's text, the schollast's
rule:
How fair and free the alphabet
Where nature holds her school!

Wherein am I, with reverent soul,
From dawn's first golden bugle stir
Till the moon shows its aureole,
Student and worshipper!

GOOD STORIES

A certain lady one Sunday induced her husband, who was not a regular churchgoer, to accompany her to evening service. During the sermon he fell asleep, snoring at first softly, and at length so noisily that the good lady was constrained to give him a sharp nudge in the hope of rousing him. To her consternation, however, as he slowly awakened, he exclaimed in a loud tone, "Let me alone. Get up and light the fire yourself—it's your turn!"

Then it Happened



The hamlet of Bugjuice, Mont., looked "doddily odd, donchaw know," to Waldo Whiskbroom of Bawston.

So did the people.

There was "Death Valley" Sikes, cownpuncher and bad man, for instance.

Waldo sidled up to D. V. and remarked, "Oh, I say, you would appear so much more distinguish if you wore a bangle bracelet. It's all the style for us fellows."

But instead of wearing a bangle bracelet, "Death Valley" Sikes was wearing another notch on his gun.

THE END.

JOSH WISE SAYS.

"It seems too durned bad that all colored lassies are born to blush unseen."

ASSAULT ON THE HOME.

Anti-If women had the vote the home would be destroyed.

Suffragist—Perhaps the Home for Inebriates might be.

A WINNER.

Young Lady (coming in with partner from room where progressive whist is being played)—Oh, mummy, I've captured the "hooby."

Mother—Well, my dear daughter, come and kiss me, both of you.

GOLF DEFINED.

On the terrace of a country club, overlooking a green dotted with sheep a group of non-golfers were taking tea.

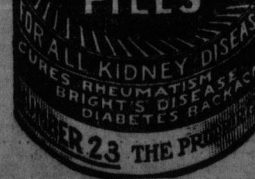
A male non-golfer who took his tea through a straw, said thoughtfully: Golf might be defined as billiards gone to grass.

Spleen on the green, I'd call it, said a female non-golfer.

Or the last flicker of the dying fire of athletics, sneered a young football player.

The misuse of land and language, suggested a tennis champion.

No, no, you're all wrong, said a famous angler. Golf is simply a game wherein the ball lies badly and the player well.



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London, Aug. 18.—The battleship-cruiser Lion—the mystery ship of the British navy, recently launched at Devonport—will be a most wonderful engine of warfare. More powerful than the most powerful Dreadnought now afloat, and almost as fast as the fastest destroyer, nothing like her has ever before been attempted by a British naval architect. Since she was laid down towards the end of last year the greatest secrecy has been maintained regarding her most important features, and she has come to be known as the "mystery ship" of the fleet. The Lion, when completed, will displace 26,360 tons. She will thus be nearly half as large again as the original Dreadnought, which displaced only 17,900 tons.

Her armament will consist of eight 13.5-inch guns, each capable of throwing a shell weighing 1,300 pounds. The 12-inch guns of the Dreadnought only throw a shell weighing 850 pounds. The 13.5-inch gun is an innovation in the British fleet. The admiralty has been making exhaustive experiments with these weapons for the last year or so, and that they have been proven satisfactory is shown by their being mounted on the Lion. These guns will be mounted in four turrets, all placed on the centre-line of the ship, and so arranged that four guns bear ahead, two astern, and the entire eight on the beam. The battleships of the Hercules and Orion classes—now building—with their ten 12-inch guns, can fire 8500 pounds of metal on the broadside. The Lion, with her eight 13.5-inch, will be able to fire 10,400 pounds of metal. The Lion will thus have a superiority in gunfire of 22.3 per cent over these battleships.

This is not all. It has been pointed out that the water-line armour of the other battleship-cruisers—the Invincibles—was inferior to that of the Dreadnought by four inches. Since then, however, the side armour of British battleships has been reduced to 9.34 inches. The Indefatigable, now completing, was given eight inches. The Lion will have 9.34 inches—the same as the battleships of the St. Vincent class. Further, it will be of an improved method of manufacture, known as the Simpson process, and it is claimed that 9.34 inches of Simpson is fully equal to eleven inches of Krupp.

The Lion is officially an "armored cruiser." She will not generally be reckoned with battleships; and yet

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PROBATE COURT

CITY AND COUNTY OF SAINT JOHN.
To the Sheriff of the City and County of Saint John, or any Constable of the said City and County—Greeting:
WHEREAS the Administrator of the estate of John Riley, late of the City of Saint John, in the City and County of Saint John, Laborer, deceased, has filed in this Court a further account of his Administration of the said deceased's estate, which includes the account of the agent of said estate, and has prayed that the same may be passed and allowed in due form of Law, and distribution of the said Estate directed according to Law.

You are therefore required to cite the Heirs and next of kin of the deceased and all of the creditors and other persons interested in his said estate to appear before me at a Court of Probate to be held in and for the City and County of Saint John, at the Probate Court Room in the Pugsley Building, in the City of Saint John, on Monday the twenty-ninth day of August next, at eleven o'clock in the forenoon then and there to attend the passing and allowing of the said accounts and at the making of the order for the distribution of the said estate as prayed for and as by law directed.

(L.S.)
Given under my hand and Seal of the said Probate Court, this seventh day of July, A. D. 1910.
(Signed) J. M. ARMSTRONG,
Judge of Probate.
(Signed) H. O. McNEENEY,
Registrar of Probate.
(Signed) H. D. FORBES,
Proctor.