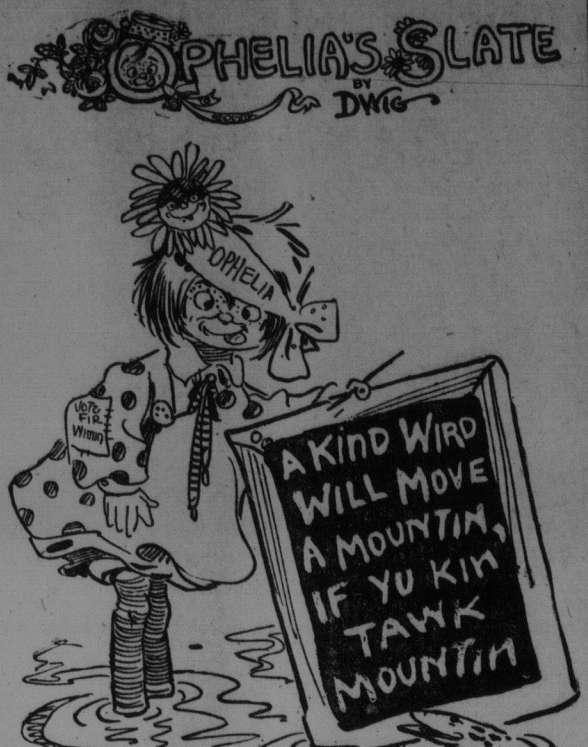


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ST. JOHN, N. B. TUESDAY, JULY 8, 1913.

DIARY OF EVENTS
HISTORIC DAYS IN CANADA
BRITISH COLUMBIA.

This is an important date in the history of British Columbia, for it was on July 8, 1858, just fifty-five years ago today, that Sir Edward Bulwer Lytton, secretary of state for the colonies, brought before the British House of Commons a bill constituting the colony of British Columbia. This measure, which became a law the following month, provided for the incorporation into the colony of the districts formerly known by the various names of New Caledonia, New Georgia, New Norfolk and New Cornwall, and lying between the Rocky Mountains and the Pacific ocean. The southern boundary was the forty-ninth parallel, and the northern limits were marked by the Simpson's River and the Finlay branch of the Peace River. Queen Charlotte Island was included within the limits of the colony, and a clause of the bill conferred the power to unite the colonies of Columbia and Vancouver "when circumstances should demand." This was done in 1866, and five years later British Columbia became a province of the Dominion. The formation of the colony in 1858, and the influx of population that naturally followed. The gold rush from California commenced early in 1858, and before the close of the year the new colony had a population that has been estimated at from 30,000 to 40,000.



IN LIGHTER VEIN

Life in England.
Telephone bell jangles.
Voice: "Is this Mr. Shelley Brown, the draughtsman?"
Brown: "Yes."
Voice: "This is Mr. Chamley-Huskinson of the vestry of St. Martin's. How long, Sir, will it take you to prepare plans for a new church for our parish?"
Brown: "A new church! I beg your pardon. And where will the new church be placed?"
The voice: "On the site of the old one."
Brown: "But the old church is still standing."
The voice: "I have reliable information from my nurse girl, who is a close friend of the cook of the next door neighbor of Mrs. Wimbledon-Bang, the militant petroleuse, that the church will not be standing tomorrow morning."
And it wasn't—Cleveland Plain Dealer.

Favorite Fiction.
"O Reginald, I Never Dreamed You Cared for Me in That Way!"
"Let Me See, Johnson; I Don't Remember Whether I Paid You that \$3 or Not."
"Those Fit You Nicely, Madam!"
"Stuck Up Thing! I Don't Care Whether She Calls on Me or Not."
"Well, I'm glad I Didn't Get the Nomination This Time; I Was Tired of the Job Anyway."
"My Friends, I Shall Occupy Your Time Only a Few Moments!"—Chicago Tribune.

Quite a Load.
Weary Willy—"Lady, I was wunat a properous merchant, I had a luxuriant home, an honorable name, an 10 bloomin' an' highly educated daughters."
Mrs. Wellmeant—"What brought you to poverty?"
Weary Willy—"My daughters insisted on marrying the first eligible man I had ter support 10 families!"—Puck.

FACTIOUS CRITICISM.

Commenting on the fact that passengers for St. John on the Ocean Limited were recently compelled to wait many hours in Moncton, the Telegraph attempts to put the blame on Hon. Mr. Cochrane, the Minister of the Interior, who, it claims, has treated this province in a "high-handed fashion." "St. John," we are informed, "should no longer put up with the shabby treatment it has been receiving from the Intercolonial for some time past."

The delay at Moncton was regrettable, but we fail to see why the inconvenience which the passengers suffered should be laid at the door of Mr. Cochrane who, being in Ottawa, could not be expected to deal with the situation at Moncton when the Ocean Limited was late. The criticism of the Telegraph is merely an attempt to drag politics into the question under cover of commiserating with the passengers who were delayed. The Minister of Railways has shown by his record that he takes a live interest in the Intercolonial. He is preparing to make improvements on the road which will greatly aid to the safety of the travelling public.

deet next attempted a landing on the East coast and arrived at a point called Filey unmolested, on July 18th, and for more than four hours was theoretically engaged in landing troops at the rate of 7,000 an hour. The approach of the Blue, the home fleet, was then signalled from the North. The Red fleet decided to abandon seven old battleships, which were instructed to delay the Blue fleet as much as possible and, with eight Dreadnought battleships retreated southwards and returned to port.

The manoeuvres last year clearly showed that the Blue line of patrol was broken by the landing effected in Yorkshire. The result, of course, was no criterion of the strength of the British fleet, as the forces were divided. The manoeuvres, however, demonstrated the importance of adequate protection on the East Coast of England, which would be a point of attack by a hostile fleet from the North Sea.

THE UNION LIFE COLLAPSE.

Much credit is due to Hon. W. T. White, the Finance Minister, for the success which has attended his recent efforts on behalf of the policyholders in the Union Life Assurance Company. The winding up of the company is regarded as in the best interests of the policyholders and shareholders. Mr. White has been largely instrumental in securing a satisfactory arrangement with the Metropolitan Life of New York under which the policyholders will not lose their money.

The Metropolitan Life, a strong and reputable company, has agreed to re-insure them on the same basis on which their policies were issued. Many policyholders allowed their policies to lapse when the Union Life troubles commenced, and these may have their policies renewed without medical examination upon payment of the back premiums. Those who allowed their policies to lapse will not be obliged to continue with the Metropolitan Life, but may realize upon their policies on the terms under which they were issued.

BRITISH NAVAL MANOEUVRES.

The naval manoeuvres of the British Fleet will commence this year at midnight next Thursday, July 10th. This annual event is considered of far-reaching importance by the Admiralty as demonstrating, by means of the programme arranged, if there are points on the East Coast of England that might be liable to a hostile attack. The plans, for obvious reasons, are not disclosed in advance. In the system adopted in the Fleet, in carrying out the manoeuvres, will be divided, one fleet representing the enemy and the other the British or defending force.

This year practically every available ship of the British Fleet in European waters will take part in the manoeuvres, including all the battle-ships and large cruisers now in the Mediterranean. The fleets will include: 15 Dreadnought battleships, including the Lord Nelson and Agamemnon and five battle-cruisers; 23 Pre-Dreadnought battleships; 39 large cruisers; 22 light cruisers; 13 mine layers and sweepers; 137 torpedo-boat destroyers; 21 depot or repair ships. In addition to these 235 ships the air service will be represented by three hydro-aeroplanes.

Admiral Sir George Callaghan, Commander-in-Chief of the Home Fleet, will command one section of the forces. He will be opposed by Vice-Admiral Sir John Jellicoe, the Second Sea Lord of the Admiralty, and the Third Sea Lord, Rear-Admiral Archibald Moore, Rear-Admiral Dudley De Chair, Naval Secretary to the First Lord, and Vice-Admiral Sir Alexander Bethell, commanding the Naval War College, will also specially hoist their flags, with other officers, in accordance with appointments made for the occasion by the Admiralty.

While the arrangements are not announced in advance it is definitely stated in the London press that during the manoeuvres this year a party of Royal Marines will endeavor, under the shelter of one of the fleets engaged in the operations, to effect a landing on the East Coast of England. A somewhat similar test was made last year, but on the coming occasion the conditions will be different. The trial may demonstrate the feasibility of a raiding party landing under the conditions which exist during the manoeuvres.

The result of the naval manoeuvres last year, it is of interest to note, was not entirely satisfactory to the home or defending fleet, a landing being effected by the "enemy" on the coast of Yorkshire. In a report of last year's manoeuvres it is stated that war was declared on July 13th. The "Red" fleet, representing the enemy, made a wide detour from the mouth of the Thames to the Yorkshire coast, which was reached at night, without having been sighted by the Blue fleet, representing the British force. Preparations were made to land, but a fog developed, so thick that the Red fleet retired. Red's battle cruisers were sent north, broke through the hostile line of destroyers and reached the Atlantic round the North of Scotland with orders to prey on British trade ships. The Red battle fleet attempted to break through but failed and retired south. The Red

CURRENT COMMENT

South Africa.
(Montreal Gazette.)

Travelers are commenting on the situation in South Africa, where events threaten to bring about political divisions in which the mass of the British people will be on the one side and the mass of the Dutch on the other. The case illustrates the risk of trying to drive a government wagon faster than the training of the horses permits. The Boers began the South African Union experiment with sore hearts. Then the Imperialists talked much, made the sore hearts sorer and developed Herzog as a Nationalist leader who, it seems, endangers the success of the moderate Boers. When strange horses are put into a team the driver should not be bothered by others pulling the reins.

A New Remedy.

(Toronto World.)
More mistakes are now made on the telephone in confusing five and nine than from any other cause. Why not give five its French name and five "sank" for the benefit of the public? This would give a distinct sound for every numeral.

Mr. Asquith's Position.

(Toronto Mail and Empire.)
Stories of retirement of Premier Asquith to the bench have an answer in the result of the recent by-elections. The presence of Mr. Asquith in the Government was never more necessary than in the present situation.

Kipling Barred.

(Montreal Herald.)
The higher goes the mercury the more firmly are we convinced that a man who called Canada Our Lady of the Snows, is not the man to be Foot Laureate.

FIRST THINGS

HOLD THE FORT.

"Hold the Fort," the famous hymn which has been sung by millions all over the world, was first heard in 1871 at musical gatherings in the Northwest held by P. D. Bliss, the "singing evangelist" who wrote both the words and music of the song. Bliss was born in Clearfield County, Pa., seventy years ago today, July 8, 1838, and died at Ashabula, O., in 1876.

"Hold the Fort" was inspired by an incident of the war between North and South, and was composed in 1871. It gained almost immediate popularity, and its adoption by Moody and Sankey spread it all over the globe. Mr. Bliss wrote many hymns, and considered "Hold the Fort" one of the least meritorious of his efforts, but this estimate has never been shared by the religious world.

The monument to Bliss, erected at his birthplace bears the inscription, "Hold the Fort." From the literary and artistic standpoint "Hold the Fort" may have little merit, but it contains elements that continue to make a powerful appeal to the emotions of millions.

THE PASSING DAY

SUNDAY SCHOOL CONVENTION.

Delegates representing about three million teachers and about 100,000,000 Sunday school scholars enrolled in over 300,000 Sunday schools, will take part in the seventh World's Sunday School Convention which opens today in Zurich, Switzerland.

This vast army, representative of all nations and peoples, is the outgrowth of a movement that had its inception only one and a third centuries ago.

The United States leads the world in Sunday school membership, and the American delegation in Zurich will speak for a million and three quarters teachers and fifteen million pupils in about 175,000 schools.

Great Britain, where Sunday schools originated, has about 50,000 schools, 750,000 teachers, and 7,500,000 scholars.

Canada occupies third place in the list with nearly a million scholars and about 100,000 teachers, while the Sunday schools of the Dominion number over 11,000.

Germany sent about a million youngsters enrolled in the Protestant Sunday schools of the Empire, Australia about three-quarters of a million, and India and Africa each have about half a million Sunday school children.

Among the numerous other countries represented in the convention are: Sweden, with 350,000 scholars; Denmark, with 100,000; Finland, with 175,000; Ireland, with 200,000; Holland, with 210,000; Norway, with 110,000; Switzerland, with 125,000; Korea, with 135,000; China, with 75,000; Japan, with 100,000; the West Indies, with 175,000; New Zealand, with 125,000; and South America, with 65,000.

Robert Raikes, the editor and publisher of the Gloucester Journal, England, founded the first modern Sunday school at Gloucester in 1780. This pioneer institution was organized among the children of the Gloucester slum, who were mostly employed in factories during the week, and on Sunday spent their time playing in the streets. The benevolent publisher employed four teachers, whom he paid to give lessons during the whole of the day. The children were invited to attend, the only requirement being clean hands and faces. The influence of this school was so great that Raikes established others, and the idea spread to neighboring cities. A letter written by Raikes, and published in the Gentleman's Magazine in 1784, attracted widespread attention, and brought about the inauguration of the world-wide Sunday school organizations. In 1784 the first Sunday school was opened in London, and two years later the Philadelphia Society for the support of Sunday Schools opened a school in the Quaker City. A school was started in Boston in 1791, and before the close of the century the movement had spread to several other cities in the United States and Canada.

BENJAMIN WINCHELL.

Benjamin La Fon Winchell, former president and now receiver of the St. Louis & San Francisco railway, was born at Palmyra, Mo., fifty-five years ago today. He commenced his railroad career as an employee in the Burlington shops at Hannibal, Mo., and worked his way up to the presidency of the Rock Island and the Frisco systems.

ALEXANDER CARLISLE.

Rev. Hon. Alexander M. Carlisle, long the head of the great Harland and Wolff shipbuilding firm of Belfast, and a recent visitor to this continent, was born at Ballymena, County Antrim, fifty-nine years ago today. He entered the Belfast shipbuilding plant as an apprentice at the age of sixteen.

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S. KERR,
Principal