

The St. John Standard

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 ST. JOHN, N. B., TUESDAY, AUGUST 26, 1913.

TODAY'S REFERENDUM.

The electors of St. John are asked to go to the polls today and by ballot express their opinion as to the merits of a certain by-law adopted some months ago by the Commissioners. This by-law relates to buildings and covers several points. Shortly after its adoption an agitation was started in certain quarters in opposition to one clause which results in prohibiting the erection in specified districts of buildings of wood more than two stories in height. The promoters of the regulation in question base their arguments in its favor on the ground of lessened fire risks, although other contentions have entered into the discussion. As opposed to this there are many who feel that such a restriction as is suggested will tend to interfere with the construction of residences of the class which rent easily to those of moderate means. It is felt by these people that in view of the comparatively high prices at which land in St. John is held and the prevailing scarcity of residences, rentals will be considerably increased and building operations to some extent retarded. The matter has been given reasonable publicity through the press, but it is doubtful whether the people generally are interested. There will, however, be more than a little interest on the part of those who follow the workings of municipal governments in watching the results of this appeal to the referendum provided under the new charter. The polls will open at eight o'clock and will close at four o'clock.

THE RESOURCES OF OIL FOR FUEL

In his annual statement of the progress of the Crown Colonies Mr. Lewis Harcourt, Secretary of State for the Colonies, last year reviewed their progress along the lines of finance, medicine and railways. This year he reviewed their development in the production and export of raw material. One of the most interesting and informative portions of his speech related to mineral oil, which as fuel for ships in the Navy marks another of the important stages in the development of marine transportation. This has caused close investigation into the possibilities of oil production within the Empire, and their slow development, Mr. Harcourt said, had been caused of great anxiety both to the Colonial Office and the Admiralty. There were undoubtedly large natural oil resources under government control, he added, and the need of their conservation has been fully realized.

For the rapid and economic development of these oil fields both for the purposes of the Colonies and for the Navy, Mr. Harcourt stated, two objects were being kept in view. One was the exclusion, as far as possible, of those great combines, which he believed estranged production and inflated prices; the second was the reservation to the Admiralty of full powers to assume possession of the product, even at the risk of getting a lesser price for a concession.

Other objects kept in view in the grant of concessions required that the operating companies should be registered in Great Britain or in British states and that their business centres should be so situated. Also that the majority of their directors should be British citizens and that the companies should not under any circumstances fall under foreign control. If these conditions were not complied with, then power was reserved to cancel the leases.

In conclusion Mr. Harcourt stated that what the Government required was a large, constant, and dependable production, and this, in consultation with the Admiralty, he hoped they had been able to secure. He had already made an agreement with a group representing important interests in the oil industry, and he was on the point of making an agreement with another important group representing different British interests. He believed they had made very good terms for a greatly needed provision for the further security of the Navy and mercantile marine.

JAPAN'S TRADE RECORD.

Recent trade returns relating to Japan indicate that the country is making steady gains both in exports and imports. The returns of 1912 are 26 per cent greater than those of the preceding year. In 1912 the total export and import trade of Japan amounted to \$684,924,230, as compared with \$490,632,700 in 1911. Imports amounted to \$318,923,975 and exports to \$365,960,255. During the year the national debt of the country was reduced by \$15,686,797. Japan is making every effort to be in a position to take advantage of the new trade routes developed by the opening of the Panama Canal. Her largest steamship company is to have ten new large passenger and freight steamers, varying from 10,000 to 17,000 tons each. They will operate through the canal.

on the round-the-world service. The Japanese mercantile marine has shown remarkable development during the last few years.

Hon. George E. Foster, who recently returned from a visit to the Orient, looks for a steady advance in trade between Canada and Japan. This trade in the past has been of slow growth. The habits and customs of the two countries are different and their economic standards so widely separated that common ground of commerce has been difficult to find. But there is no doubt that many things are produced in Japan not produced in Canada, which it would be of advantage to the Dominion to import. While, on the other hand, Canada has stores of wealth for which a demand will grow in Japan.

The trade is as yet only of small proportions, but markets may be made by an educative process. It is not easy, for instance, for those accustomed to the use of a very soft cereal like rice to assimilate hard grain, although it may be much more nourishing if properly assimilated. Both the Japanese and the Chinese, however, have been betraying a desire for wheat bread made from the soft wheats grown on the Pacific slope, and Mr. Foster is quite justified in assuming that the oriental market will continue to grow with the steadiness with which we are accustomed to connect oriental peoples.

TO AID WOMEN IMMIGRANTS.

Western Australia has a scheme for selecting and caring for women immigrants which is well worthy of emulation. All applicants for an assisted passage are personally interviewed by a lady superintendent attached to the Agent General's office in London whose approval has to be obtained before the concession is granted. Those approved are sent out in contingents, generally of fifty at a time, and during the voyage are under the charge of a competent matron. On their arrival they are placed in an immigrants' home and provided with free board and lodging for three days. After that time a small charge is made until they obtain employment. A lady superintendent in the state assists in finding employment for the girls, and after it is found still keeps in touch with them. When their engagements terminate they can return to the immigrants' home until such time as they obtain another berth, in which they are again assisted by the lady superintendent. The immigrants receive every kindness and attention. With such facilities for looking after newcomers, Western Australia seems in a fair way to attract a large proportion of female emigrants from the British Isles.

CURRENT COMMENT

Mr. Asquith.

(Montreal Gazette).
 Talk of Mr. Asquith's retirement from the premiership and the leadership of the Liberal party is again current in Great Britain. Certainly, if it is a real retirement, Mr. Asquith has deserved it. He has shown remarkable skill in holding together the not always sympathetic sections of his parliamentary following, giving each enough to keep it satisfied with the progress made, and maintaining its hopes of more in the future. He has played politics like a master. Also, on occasion, he has shown a power of reason and a skill in suiting his argument to the needs of his case and the intelligence of the people that rank him with the best men in Great Britain's parliamentary records. When he goes he will leave a big place to fill.

Lower Insurance Rates.

(Montreal Herald).
 The announcement that Lloyd's has under consideration a modification of insurance rates on Canadian shipping means much to Montreal and to Canada as a whole. The excessive rates with which the St. Lawrence route has been afflicted were a most serious handicap. We have levied money upon aids to navigation and are only beginning to reap our reward.

A Life-Saving Invention.

(Winnipeg Telegram).
 A French-Canadian has won a prize for the invention of a parachute which will enable aviators, who meet with a mishap in the air, to make the descent to mother earth in safety. If the device serves the purpose which it has been designed, and saves the world from the shock and horror of readjusting to the earth after a fall, it will win the gratitude of humanity.

The Written Law.

(Toronto Mail and Empire).
 A statement issued by the lawyer is to the effect that he slew White in defence of the honor of his home, and that this will appeal to Canadians. It must be explained to the author of this nonsense that Canada is not located either in Texas or Spain, and that the only law here is the written law.

Calgary's Appreciation.

(Calgary Herald).
 The selection of this city as a location for the first terminal elevator to be built in Alberta by the Dominion Government is highly gratifying. Such a building will prove a big factor in attracting milling and kindred industries to Calgary.

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

CAPTURE OF FORT FRONTENAC.

The bombardment of Fort Frontenac by the English was commenced 155 years ago today and quickly resulted in the capture of that French stronghold. The fortification occupied a site at the foot of Lake Ontario, at the present city of Kingston, and was built by Frontenac in 1673. After the defeat of the English at Ticonderoga in the summer of 1758, Col. John Bradstreet urged Abercrombie to send an expedition against Frontenac. The proposal appealed to the commander and he detached 3,000 troops for that purpose and placed Col. Bradstreet in command.

The army was composed principally of provincials. Bradstreet went by way of Oswego, crossing the lake in bateaux, having with him 300 bateauxmen. After much difficulty, the army and its eight cannon and two mortars took up position within a mile of the fort on the evening of August 25th. The construction of batteries was immediately commenced, and on the 26th they opened fire on the fort. The garrison did not offer much resistance and on the following day, finding the works untenable, they surrendered. The Indian allies of the defenders fled at the first fire, and there were only 110 prisoners. The spoils included sixty cannon, sixteen mortars, provisions and military stores, a large quantity of small arms, and nine armed vessels.

Bradstreet, the commander of the victorious army, had served in the expedition against Louisbourg in 1745, and later as lieutenant-governor of St. John's, Nfld. He was commissioned a major-general shortly after his victory at Frontenac, and in 1764 he made a trip through the Indian country, and concluded treaties of peace with various chiefs by which the redskins were bound to render aid to the English troops and, in return, were promised English protection.

THE HUMAN PROCESSION

OWEN JOHNSON.

Owen Johnson, author of "The Eternal Boy," and creator of the admirable "Stover" and the American "Tom Brown," is a young man, as he will round out his thirty-fifth year of life today. He was born in New York City and was educated at Lawrenceville, N. Y., and Yale. His own experiences at those two institutions of learning formed the basis and gave the inspiration to the "Stover" tales. At Lawrenceville he founded and was the first editor of the Lawrenceville Literary Magazine, and at Yale was chairman of the editorial board of the Literary Magazine. His first book, "Arrows of the Almighty," was published when the author was only twenty-three.

Mr. Johnson is keenly interested in the welfare of American boys. He holds that the spirit of snobbery is gaining ground in American colleges, and that the suppression of snobbery and a return to educational democracy offers the biggest problem that now faces the best of American institutions of learning. In the tale of Dink Stover's career at Yale he puts into the mouth of one of the characters: "The colleges are all turning into social clearing houses and every one is too absorbed in that engrossing task to know what is going on outside; our universities are admirably organized instruments for the prevention of learning."

THE PASSING DAY

THE "LYRIST OF LIBERATION."

One hundred years ago this morning Karl Theodor Korner, the twenty-two year old Prussian "lyrist of liberation," sat on a fallen tree and scribbled in his note-book. Around him soldiers slept—soldiers who but a short time before had been students, and who composed that gallant and romantic band of Lutzow volunteers who fought so valiantly in the war for freedom from Napoleon's yoke. As the sun rose Korner completed his writing, and called a comrade to listen to his poem. It was the famous "Song to His Sword," a love-rhapsody to that gleaming weapon which is "the soldier's bride"—the wildest of those stormy war songs which, sung by many voices around the camp fires at night, had set the Prussian armies ablaze with patriotic fervor.

The youthful poet had just finished reading the last verse of his masterpiece when the signal for action was given. In the first flush of youthful dawn, glory, the poet, gleaming sword at side, rode forth on the high road between Schwerin and Gadebusch, in Mecklenburg—and rode not back again. In the engagement that followed, Korner, as adjutant, fought at Lutzow's side. The French were in great force, but they could not withstand the assault of soldiers who sang as they attacked. The French broke and fled, and among the hottest in pursuit was Korner. As he rode through the wood a shot from one of the fugitive tirailleurs who laid hidden there sent him tumbling from his saddle, wounded to death.

Korner was buried with full military honors under an oak on the road from Lublow to Dreikrug, near the village of Wobbelin, while all Germany mourned. Over his grave a beautiful memorial has been reared, and there today, on the centenary of his tragic death, solemn and impressive exercises will be held in his honor.

Among other stirring battle songs written by Korner were "Lutzow's Wild Chase," "Father, I Call Thee," "Farewell to Life," and "Heart, Let Thyself Not Break!" Besides these verses, the most spirited martial lyrics in the German language, he was the author of two popular comedies and two tragedies. He was born at Dresden, the son of a lawyer, and was educated at Freiburg, Leipzig and Vienna. His dramatic works were produced in the Austrian capital, where he became a literary lion. When the Prussian call to arms was published he was one of the first to respond, joining the Prussian free-corps then forming under the command of Lutzow. Early in his military experience he was seriously wounded, and it was then he wrote his "Farewell to Life." He recovered, only to meet death a little later in the engagement of August 26, 1813.

OPHELIA'S SLATE



IN LIGHTER VEIN

Why He Hurried.
 It was in a country village that the swain had proposed for the hand of the village beauty and had been accepted. He had bought the engagement ring and was hurrying to the home of his adored one. A friend stopped him to make inquiry concerning his haste.
 "Hullo, there, Bob! Is there a fire?"
 "Yes," replied Bob, with what breath he had left, "my heart's on fire and I'm going now to ring the village bells."

An Expert Economist.
 Briggs: "Don't you find it very expensive sending your wife and daughter to the seashore all summer?"
 Briggs: "Yes, but I save money at that. You see they miss the summer bargain sales."

Taxing the Language.
 Daughter: "Mamma, can't I have a little money for shopping this morning?"
 Mrs. Malaprop: "No, dear; there's the taxes to pay, and I expect the taxidermist around any moment."

As a Rule.
 Willie—Paw, what does argument prove and mean?
 Paw—The pro is your convincing statement, and the con is what the other fellow uses, my son.—Cincinnati Enquirer.

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 "That's the instructor in cookery."
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 "Practical? Well, I guess! She could cook in a hotel if she chose. Why, she knows twenty-four distinct names for bread pudding!"—Puck.

Food for Thought.
 "Married only a few days and downcast? How low?"
 "You should have heard my wife's inaugural address stating what she proposes to do."

Optimistic.
 "Did the roof of your summer cottage leak much?"
 "Only when it rained."

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WANT SAME RATES FROM, AS TO, WEST

Charge that Harvest Excursions Take People Out of Province who find Difficult to Get Back.

In line with the "Back to the East" campaign which has been the order of the Maritime Provinces during the past year or so, the Board of Trade through its council at a meeting yesterday confirmed the following resolution urging the Railway Commission make an effort to have the trans-continental railways give the same prices in the matters of excursion rates to the Eastern provinces as are given to those who are going West. In other words to offset the "harvest excursion" rates by equally low rates from West to East.

The resolution adopted yesterday was: "Whereas certain railway companies in advertising what they term 'harvest excursion' offer exceptionally low rates of fare to people travelling for the harvest season to the Western provinces of Canada, but charge much higher rates to bring the same people back again to the East; and

"Whereas, this difference between the rates going westward and eastward constitutes an unfair discrimination against the Eastern provinces, making it easy for people to leave but difficult to return;

"Resolved, that a copy of this Board of Trade petition the Railway Commission of Canada to disallow the discriminating rates of fare, and on the railway to convey excursion passengers eastward at the same charge as they are conveyed westward;

Further:

"Resolved, that a copy of this Board of Trade petition the Railway Commission of Canada to disallow the discriminating rates of fare, and on the railway to convey excursion passengers eastward at the same charge as they are conveyed westward;

THE BARCELONA SAILS.
 Quebec, Aug. 25.—The German steamer Barcelona, which was en route for Longue Point on Sunday morning, arrived here the same night, anchored in the stream, where it remained until this afternoon, when it left, at that time she did not have any water, not even in her tanks. She was, therefore, permitted to leave her tanks on a few gallons of water, sides thirty-eight undesirable, were being deported.

The J.

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Wholesale