

The St. John Standard

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ST. JOHN, N. B., TUESDAY, JUNE 17, 1911.

AN EXPLODED GRIEVANCE.

The South Bruce Liberals in convention assembled have assailed the Borden naval policy on several grounds. One which deserves notice is that "the war vessels to be built with Canadian money were designed for the North Sea, and this singling out of Germany and the attacks made upon the German people by responsible Ministers of the Borden Government is an affront to Canadian citizens of German race." The explanation is that South Bruce contains a proportion of German votes.

It is truly a pleasant thing to see the Liberal party busy appealing to every strain of non-British sentiment; however, it may be noted that the assertion that the ships are to be stationed in the North Sea is untrue. Mr. Churchill stated as long ago as March 26th that they would be based on Gibraltar, to be regarded as providing for the world-requirements of the British Empire, rather than the specific defence of the British Isles. But what is a startling matter like the truth compared with the sacred duty of trying to make German Canadians hate the Empire?

Another assertion made was that the Naval Aid Bill "violates the fundamental principle of Canadian self-government, that the Canadian Parliament shall control the expenditure of Canadian taxes." Mr. Hugh Guthrie, in addressing the Liberal Convention which passed this resolution, enlarged on the theme. He is thus reported:

"Mr. Guthrie pointed out the offence of asking Parliament to vote to the Governor-General in Council \$25,000,000 all at once, when the money would not be required for three years. This was strictly unconstitutional, and not in accordance with British Parliamentary practice. Sir John Macdonald never thought of such a thing in connection with the \$25,000,000 subsidy to the C. P. R. or with the Welland Canal."

The trouble about Mr. Guthrie's constitutional point of order is that the precedents are against him. The Canadian Parliament and the British Parliament both have voted lump sums of money for specific services extending over a term of years. An example in Canada is the passing of the act relating to the Ottawa Improvement Commission; by this act Parliament in 1890 bound itself in advance to hand over to the Commissioners the sum of \$60,000 a year for ten years. Another is the passing, at the very session which saw the fight over the Naval Aid Bill, of the Agricultural Aid Act, which sets apart a lump sum of \$10,000,000 to be spent in certain specific ways in the ensuing ten years. Mr. Guthrie helped to pass this act, and yet says that to vote a specified sum for a specified undertaking which will be spread over three years is unconstitutional.

The British Parliament affords a much more striking precedent. In 1888 great alarm was felt in Great Britain over the insufficiency of the navy, and in 1889 Parliament passed the Naval Defence Act—52 Victoria, cap. 8, if Mr. Guthrie or any other Liberal authorities on the constitution wish to verify it. This law enacted that a whole new fleet should forthwith be built. There were to be seventy vessels in all, and the act laid down the different types with great minuteness; there were to be eight first-class and two second-class battleships, nine first-class cruisers, twenty-nine second-class cruisers and a number of third-class cruisers and "torpedo gunboats," afterwards termed "destroyers."

This great fleet was to be completed by a specified date, April 1, 1894, some five years away. Of the seventy vessels the Act prescribed, thirty-two were to be built by contract, and thirty-eight were to be built by the dockyards, that is, by direct Government action. The seventy vessels were to cost £21,500,000, or a little over \$100,000,000.

The Naval Defence Act went on to provide for the financing of this outlay in a manner which will repay the attention of Mr. Guthrie, the South Bruce Liberals, and many other critics of the Government's policy. The resolution on which the Bill was founded was in effect as follows:

"That it is expedient that a sum not exceeding £21,500,000 be granted for the purpose of building ships for the Navy—and that it is expedient that £10,000,000 be issued out of the Consolidated Fund in the seven years ending March 31, 1896; and that £11,500,000 be issued out of the monies to be provided by Parliament for the naval service during the five years ending March 31, 1894."

The plan was that £10,000,000 was to be appropriated for the building of the thirty-two contract-built ships, and that £11,500,000 should be appropriated for the thirty-eight dockyard built ships. The financial arrangements for the two sets of vessels differed. For the £11,500,000 to be spent

in the government yards it was prescribed that the total sum should be spread over five years, the expenditure in no one year to exceed £2,300,000, and that the money was to be provided "out of the monies provided by Parliament for navy services," that is by yearly vote of the House of Commons.

This is the system which the Canadian Liberals contended last session was the only proper and possible system. But mark what follows. The same act further provided that the £10,000,000 for the ships to be built by contract in private shipyards should be provided forthwith, in a lump sum, and spent over a period of time, in this case seven years, precisely as the Borden Government proposed to do in the Naval Aid Bill. The financial provisions were:

An account to be known as the Naval Defence Account was to be opened at the Bank of England.

To this account the sum of £10,000,000 was to be issued from the Consolidated Revenue Fund.

One-seventh of this sum (i. e. some £1,430,000) was to be issued in each financial year until March 31, 1896. Provision was made for advances if the sum were not enough and for the necessary operations by the treasury.

Full explanation was made to the House of Commons. In laying the measure before Parliament the First Lord of the Admiralty, Lord George Hamilton, said that £10,000,000 would be provided from a special fund and the remainder be an addition to the Navy Estimates for four years.

The Chancellor of the Exchequer, Mr. Goschen, stated that the programme was a departure from the usual system of voting money annually, for the completion of all the ships and their armaments, and the prevention of any alteration in the scheme during the four years over which it was to extend.

Did the British Liberals spring to arms, oulvering with indignation, at this violation of constitutional practice? The sad fact is that Mr. Gladstone and his fellow Liberals were very slow in developing any opposition at all. Finally, however, they took up the ground that Mr. Guthrie has taken, and Mr. Childers offered an amendment to the effect that the money be raised by annual votes. Mr. Gladstone, with some hesitation, took the same line. In reply, Mr. Goschen pointed out that the Government had precedents, and Liberal precedents, for this action. One was Lord Palmerston's Fortification Votes in 1859-60.

Another was the circumstance that in 1885 Mr. Gladstone's Government, on the occasion of the Russian war scare, had raised £3,000,000 for strengthening the navy, not out of the votes, but by suspending the sinking fund. Mr. Childers' amendment was defeated and the ten million pound fund was created and expended.

That is a fairly good precedent. It has been related at such length because the cases are so similar, the Naval Defence Act 1889 and the Naval Aid Bill 1911 both being enactments designed to create a given number of ships for a specific purpose. Somehow it seems to tell against Mr. Guthrie and the South Bruce Liberals. The thing which is denounced as unconstitutional by them was done twenty-four years ago by the Mother of Parliaments. Mr. Guthrie and his fellow Liberals had better find a new constitutional grievance. From the evidence produced this one does not wash.

CURRENT COMMENT

British Manufacturers.

(Monetary Times.)

Much has been said about lack of enterprise in Canada on the part of British manufacturers, but that lack is to some extent imaginary rather than real. The British manufacturer has other markets as well as Canada. He has keen competition in the Dominion from the United States, which has geographical advantages, besides knowing thoroughly the trading methods of the American continent. It is not for this country to make excuse for the comparatively small share of its import trade obtained by Great Britain. Commerce is purely a matter of business. All things being equal, however, Canada might well give the best consideration to the country which is financing, with many millions of dollars every year, the development of the Dominion.

Good Vacation Advice.

(Montreal Gazette.)

President Finley, of the College of the City of New York, has advised his pupils in their vacation to "take a long walk, read a good book, and make a new friend." The advice is followed in sure to bring the boys increased physical, mental and moral strength that will help them greatly along the path of life.

The Difference.

(Toronto Mail and Empire.)

The United States Senate is sometimes wayward, but it can never be accused of playing into the hands of its country's possible enemies.

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

THE GRAND TRUNK RAILWAY.

The Grand Trunk Railway was completed to Portland, Me., and formally opened sixty years ago today, June 17, 1851. That part of the road in Maine was originally called the Atlantic & St. Lawrence railroad, but in 1855 it was leased to the Grand Trunk for 999 years. The Grand Trunk line was commenced in 1852, and when completed according to the original plan, extended from Portland across Canada to Sarnia. Of a long time the road was operated at a loss and the English investors gained no return. In the first twenty years of the Grand Trunk's existence \$150,000,000 was spent, five-sixths of this sum being English money, and less than a third of the investment yielded any dividends.

An article written in 1857, dealing with Canadian railroads, contains the following interesting statistics: "The next most important railroad after the Grand Trunk is the Great Western, which connects the Niagara river with the western frontier of the province. This road will soon have two western termini, one at Sarnia, in addition to that now in use at Windsor; the diverging point being at London. Prescott, one of the stations of the Grand Trunk, is connected with Ottawa, the future capital, by a railroad 54 miles in length. From Cobourg to Peterborough, bridging Rice Lake in the interval, runs a railroad 28 miles in length. Lake Ontario and the Georgian Bay are connected by the Grand Trunk, which in turn connects the terminus at Toronto and Collingwood. The third most important railroad is the Buffalo and Lake Huron, which runs from Buffalo to Goderich, 114 miles. The London & Port Stanley railroad is 24 miles long; the Champlain & St. Lawrence, 43 miles; the Galt & Guelph, 4 miles; the Montreal & New York, 35 miles."

FIRST THINGS

ST. ALBAN'S DAY.

The first English martyr to Christianity was St. Alban, whose festival is celebrated today. "The protomartyr of Britain," St. Alban, was usually styled, was born at Verulamium, and flourished toward the end of the third century. He was beheaded on the site of the present-day Verulamium, which, in turn, was built on the site of the capital of Cassivelaunus, taken by Julius Caesar in 54 B. C. It was mistaken, after much slaughter, by Basilides, queen of the Iceni, A. D. 61. St. Alban was the scene of two great battles in the 15th century. It was incorporated by Edward VI., in 1553.

THE PASSING DAY

SIR WILLIAM CROOKES.

"A survival of the dark ages of science," Sir William Crookes, the eminent English chemist, recently called himself. The octogenarian scientist, who will pass his eightieth birthday today, was a student of the Royal College of Chemistry in 1848, when many of the commonplace of the science of today were still undreamed of or uncompleted.

In a recent address before the Old Students' Association of the Royal College, Sir William recalled that in his college days Wheatstone was working on the electric telegraph, Faraday was engaged in inventing the machine that was the parent of all the electric power dynamo of the present, and Pasteur had just commenced the experiments that were destined to revolutionize the science of medicine. Turning toward the future, the great chemist predicted that the practical side of chemistry the greatest progress will be made in inquiries into the constitution of matter. "Even now," he said, "the chemist is beginning to prick the bubble of those variable, mysterious, and complex things called elements."

From the discovery of thallium, a new element, over half a century ago, until his recent invention of the spintharoscope, Sir William's life has been one of deep devotion to science and of practical benefit to humanity. A philosopher and thinker, he has never lost sight of the true mission of the scientist to be of assistance to his fellowmen. His published works have shed light on many and diverse problems, ranging from the manufacture of beet sugar, artificial manures and dye stuffs, sewage disposal and calico printing, to the immortality of the soul.

CHARLES FROHMAN.

Charles Frohman, most distinguished of American theatrical managers, will celebrate his fifty-third birthday today. Like his father, Daniel, he was born in Sandusky, O., and, also like Daniel, began his career as a clerk in a newspaper office. Charles was employed in the circulation department of the old New York Daily Graphic, while his elder brother, Charles Frohman, was a ticket-taker in a Brooklyn theatre. His first managerial position was as treasurer for Haverly's Minstrels, but he also doubled as a manager in the parade.

Since then he has become manager and proprietor of a number of the leading theatres of New York, London and other cities. He is one of the leading producers, employs an army of thousands of people, pays out nearly five millions a year in salaries, transportation and advertising, and, all in all, is the big mogul of the amusement world. He is a Colossus who has one foot in New York and the other in London, and withal a modest man who restricts his personal life to an obscure line in the programme.

OPHELIA'S SLATE



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IN LIGHTER VEIN

An Ambiguous Title.

"That's a swell umbrella you carry." "Isn't it?" "Did you come by it honestly?" "I haven't quite figured out. It started to rain the other day and I stepped into a doorway to wait till it stopped. Then I saw a young fellow coming along with a nice large umbrella, and I thought if he was going as far as my house I would beg the shelter of his umbrella. So I stepped out and asked: 'Where are you going with that umbrella, young fellow?' and he dropped the umbrella and ran."

Some New Verbs.

From a newspaper report: "The vase was smothered beyond repair." "Way not lovely your homes with our trellises?" "A wood-work concern advises: 'Why not lovely your homes with our trellises?'" "From a Rockland paper: 'A crew of wards of the country delandened the court house last Monday.'—Boston Transcript.

Found.

"Do you think you can support my daughter in the style to which she is accustomed?" asked the cautious father. "I know I can," said Sapphish. "Thank heaven, I've found you!" cried the cautious father, embracing him. "You can do more than I can!" Harper's Weekly.

The New Way.

"Come to our suffragette house-warming." "Whose house are you going to burn?"—Louisville Courier-Journal.

He Meant Well.

Old Aunt (deponently)—Well, I shall not be a nuisance to you much longer. "Nephew (reassuringly)—Don't talk like that, aunt; you know you will.

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CLAIM THAT SCOWS DUMP IN HARBOR

Council, Yesterday, Decided That Petition Against Building By-law Lacked Names

DREDGING SCOWS THE SUBJECT OF COMPLAINT

Veteran Firemen to be Retired on Allowance—Guard Appointed for Old Burial Ground—Other Business.

At the meeting of the City Council yesterday it was reported that there were not enough signatures to the petition against the by-law prohibiting the erection of wooden buildings of more than two stories, and complaints were made that scows were dumping mud in the harbor and that the Lord's Day act was not enforced in barber shops.

George Drake and Wm. H. McLeod, in consideration of 50 years service, were appointed honorary substitute members of the fire department, and the chamberlain was authorized to pay them their annual allowance forthwith. Other firemen completing 50 years service will be treated the same way.

Com. McLeilan was authorized to appoint a man to guard the Old Burial Ground, who will be sworn in as a special constable and be solely under the control of the commissioner.

Sewerage Extension.

An order was passed approving the plans and specifications submitted by the Sewerage Board of Lancaster, for the proposed sewerage extension in Lancaster. Copies will be on file at the office of the common clerk.

On motion of Com. Agar, the city engineer was authorized to prepare grades for the North End sewer, while making surveys for the street side lines there.

Com. Schofield recommended that the city take over the lease of Lot No. 2, Block E, Queen's Ward, from Robt. John Sparrow, paying the appraisers award of \$500 on improvements. This was adopted.

A renewal lease of Lot No. 1, Block B, Prince Ward, was granted to Mrs. S. J. Lemon, executrix of the estate of the late Philip D. Scribner.

A renewal lease of Lot No. 5, Block B, King street east, will also be issued.

A copy of the auditors report on St. John Relief Fund was received, showing a balance of \$4,587.

Protest Against Blocks.

A communication was received from Barnhill, Ewing and Sanford stating that their clients Henry M. Stetson and Geo. Blizard protested against the proposition to allow the building of blocks in Sydney slip. The communication was referred to Com. Schofield.

An application of Alex. Crawford for an appointment as city marshal was referred to the Commissioner of Public Affairs.

In reply to Com. McLeilan, Com. Schofield said the harbor master had reported that one of the dredging scows had dumped one pocket of mud right off the Eastern Steamship Company's wharf. He was making enquiries.

Com. McLeilan said his information was that the scow had dumped two pockets of mud off the Reed's Point wharf. When the man in charge of the scow was asked why he dumped the mud in the harbor, the reply was that the Norton Griffiths Company was rich and could easily bear the blame.

The Mayor said there seemed to be a lot of scows dumping mud within the harbor limits. They were supposed to go outside a mile, but seldom did so.

Com. Wigmore said the scows dumped mud right outside the Negro Point breakwater and the tide brought it into the harbor again.

Com. McLeilan said it was time somebody was prosecuted.

Com. Schofield said he would see what could be done.

Petition Lacks Signatures.

The common clerk reported that he had carefully examined the petitions against the by-law prohibiting the erection of wooden houses of more than two stories. He had only found the names of 1,088 qualified voters, whereas 1,507 were required. Under the act the petitioners had the right to bring in supplementary petitions, making up the necessary number, within 20 days.

Com. McLeilan said those opposed to the by-law should have every opportunity of showing their strength. He felt the by-law was an important one, but was not assured a petition of 20 per cent. of the people represented the attitude of the majority of the citizens.

The council agreed that no technicalities should stand in the way of the petitioners.

A letter was received from the Journeymen Barbers' Union saying they were about to ask for shorter hours, and asking that the city take steps to keep all barber shops closed on Sunday.

Com. Agar—We might notify the Chief of Police to enforce the Lord's Day Act.

The Mayor—it seems to me that the matter rests with the barbers. If they refused to work on Sunday the shops would be closed. Some small bake shops were not interfered with on Sunday.

Com. McLeilan thought the police should enforce the law. He saw no reason for discrimination.

The Mayor—a short time ago the Metcalfe construction reached a stage in the construction of the C. P. R. elevator when they claimed it was necessary to pour the concrete continuously. They appealed to me for permission to work on Sunday.