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ST. JOHN, N. B., FRIDAY, FEBRUARY 9, 1912.

"CANADA HARD WHEAT"?

The Grain Act, a measure of supreme importance to the Western farmer, which the House of Commons has been discussing in committee for hours at a time, does not contain within its voluminous pages many features of general interest. The discussions have been technical and for the most part confined to Western members. A change of the denomination of the grades of wheat suggested by Mr. Foster, will, however, appeal with some force to Canadians generally. In the early days when Canadian wheat was making a name for itself in the markets of the world, Manitoba was the grain grower of the West, and as "Manitoba hard wheat," the highest grade came to be known. But times have changed. Manitoba is no longer the only grain grower of the West. Saskatchewan and Alberta, notably the former, are increasing by leaps and bounds in their production of grain. Mr. Foster in his bill proposes to recognize this fact. The well known denomination "Manitoba hard," it is now proposed, should give way to "Canada hard," because, as Mr. Foster points out, there is no reason why hard wheat raised anywhere in Canada should not be hard wheat and get the grade. The name of a section should no longer prevail in preference to a name which designates the whole country.

The only objection which can be urged against the change, and this Mr. Foster was careful to point out, is that "Manitoba hard" is a distinctive name in the world's wheat market and represents the premier grade of Canadian wheat, even though all significance in the name itself has passed away. From enquiries the Minister of Trade and Commerce made of dealers and millers and those interested in the production of grain, the general opinion was held, however, that the change would not militate against the market currency of the wheat in this case. Referring to this point Mr. Foster said: "If there was any chance that it would militate against the market currency of the wheat it could be cured in the first years of its currency by putting in brackets after the word 'Canada,' the word 'Manitoba,' to show that 'Canada hard wheat' took the place of the former name, and was identical with the Manitoba hard wheat, and also by regulating that it should not come into effect until the first of September, 1912. With these safeguards it is generally agreed that no ill consequence would follow, and it is an idea which all seem to catch that it would be a good thing to give the general name of the country to the wheat."

Members from Manitoba were not inclined to allow the change to be made "without a kick," as Mr. Schaffner, Conservative member for Souris, expressed it. Manitoba, he said, had been the pioneer Province in wheat growing in this country, and it was Manitoba that had produced the high grade of wheat which had earned for itself a reputation in all the markets of the world, so that in his opinion the word "Manitoba" should stand out boldly. He did not think it was fair to drop the word "Manitoba" even in view of the softening down proposition with which the Minister of Trade and Commerce had connected his proposal.

Mr. Oliver, on behalf of Alberta, was inclined to favor Mr. Foster's suggestion. He pointed out, however, that there were five definitions given to grain: there is "Manitoba" for spring wheat, "Alberta" for fall or winter wheat, "Canadian Western" for oats, "Northwestern Manitoba" for flax, and "Manitoba" for barley. He would like to see some definition adopted that would apply to all of the different classes of grain that are raised in Western Canada. "For my own part," said Mr. Oliver, "I would think that if the word 'Northern' were used to distinguish all the different classes of grain raised in the prairie west it would perhaps be as good a general definition as could be given. Some people are delicate about the use of the word 'Northern' but, as a matter of fact, nine-tenths of our wheat today is sold as 'Northern' and the word 'Northern' has a more generally accepted significance in regard to our wheat than has either the word 'Manitoba' or the word 'Hard'."

Another champion of Manitoba appeared in the person of Mr. Staples, Conservative member for Macdonald. He objected to the Province of Alberta getting the credit of growing the best "Alberta Red Winter Wheat" when Manitoba produced Red Winter wheat just as successfully. "If you are going to drop the word 'Manitoba' from 'spring wheat,'" said Mr. Staples, "I think you will have to drop the name 'Alberta' in order to compensate for the loss we are having in the 'Alberta fall wheat.'" Mr. Oliver agreed that that was his suggestion. Mr. Staples was also in favor of calling the wheat "Western No. 1 hard" instead of "Northern" if a change had to be made.

Mr. Robb, the member for Huntingdon, Quebec, who described himself as an "Easterner," sided with the Manitoba members in their defence of the word "Manitoba." He feared that any change would disturb trade conditions in regard to both wheat and flour. "We have built up in this country and on the Liverpool market," he said, "a reputation for Manitoba wheat and Manitoba flour that is worth a great deal to every grower of and every dealer in Western wheat. On the Liverpool market Manitoba wheat is generally quoted a little higher, for instance, than Duluth wheat; and in the United States hard wheat belt people do not confine themselves to a general term such as we propose to introduce. For instance, hard wheat is generally spoken of as Duluth wheat, while hard wheat is spoken of as Minnesota flour. These are trade names which they have built up. In the same way we have built up the trade mark of Manitoba flour and Manitoba wheat on the Liverpool market." Mr. Robb thought they should hesitate before introducing legislation that would disturb these conditions.

Several other members spoke in the debate and Mr. Foster in closing consented to allow the section to stand "for a little more cogitation." He made it clear, however, that he was strongly in favor of the change of name to "Canada hard wheat," which has been endorsed by Western dealers and millers and producers of grain. Referring to some of the arguments which had been advanced, he said:

"The fact that Manitoba flour and Manitoba No. 1 hard wheat have a precedence in the English market is not because the name is 'Manitoba' but because of the hardness and the quality of the wheat. If it had happened to be called 'Saskatchewan hard,' it would have had the same precedence, although it might have aroused some prejudice in the minds of those who had to use the term because of its largeness and the difficulty of spelling it. However, if we restricted all our Canadian wheat to the name Manitoba on the markets of London, Liverpool, Berlin and Hamburg, the idea of Canada's productive power would be restricted, whereas the word 'Canada,' would lend itself to the idea of extension and expansion. The buyer, the newspaper reader, and everybody else

would say, why, this is Canadian wheat, so that the quality of the wheat would be immediately transferred to the country itself, which would be a great gain. Now that Manitoba is about to pass from the chrysalis stage of a postage-stamp Province to one with large national boundaries, it will be able to appreciate the idea of largeness, and I think it would be a graceful act on the part of my two friends here to kick a little, but not to kick too hard, against the extension of the name. As a representative of the small Province of Ontario, which also grows wheat, I have a little bit of an objection to having all the wheat of that Province and of Canada generally, described by the name of one section. However, with the two restrictions of having the change coming into force in September, 1912, and indicating by a hyphen what the name was under the old nomenclature, I do not see how there would be any loss; and that is the expression of opinion of the Dominion Millers' Association, which had its committees here, and the Board of Trade of the city of Toronto, as well as those who raised the wheat."

So the matter rests for the present. This section of the bill stands over with the idea that a better name may be found than the one suggested. Mr. Staples was instrumental in securing the delay on the ground that "it is fair before we enact legislation that the public should have an opportunity to speak." Have readers of The Standard any suggestions?

THE PORT OF MONTREAL.

In moving a resolution authorizing the Government to make a loan of \$6,000,000 to the Montreal Harbor Commissioners, Hon. Mr. Hazen stated some very interesting facts concerning the development of trade through the port of Montreal in the past twenty years, and the bright prospects for the future of the most important of Canadian ports. A few years ago an act was passed authorizing the Government to advance to the Montreal Harbor Commissioners the total sum of \$15,000,000. This money was to be expended for the erection of new high level quays, with an aggregate frontage of 16,800,000 feet, and so arranged as to give twenty-four new berths for ocean steamships from 600 to 800 feet in length. The creation of new low level quays with a total length of 5,000 feet was also proposed. These quays were for the accommodation of the local river business. This would make the combined length of new high and low level wharf space equal to 74 acres and give new permanent warehouse accommodation of 1,386,000 square feet, and an increase in the grain elevator storage capacity of four millions of bushels besides increasing the grain handling capacity of the port five fold and add twenty-two miles of track along the water frontage.

The first six millions of the total expenditure was voted in 1910 and is practically exhausted. The resolution of Mr. Hazen applies to the second loan of six millions. This money is not given as a subsidy but loaned to the Harbor Commission at three and a half per cent interest. All plans for new work are submitted to the Governor-General-in-Council, and the executive is also furnished with a full statement of expenditures in connection with the new work of the plans of which they have first approved.

In the course of his remarks Mr. Hazen spoke of the immense development of the trade of Montreal since the organization of the Harbor Commission. He did not go back to the beginnings of the Commission but dealt with the past twenty years only. In 1891 the revenue of the harbor of Montreal was \$263,965, and in 1910 \$836,115. This shows an immense expansion of trade. The interest charges meanwhile had risen from \$164,124 in 1900 to \$505,000 in 1910. The latter figures are estimated only, but they are approximately correct, and include the interest on the expenditure of the larger portion of the first six millions advanced to the Commission by the Government. The growth of Montreal's import and export trade in twenty years has been really amazing and showed what the expenditure of public money will do in creating trade.

It is to the credit of the members of the House of Commons that the resolution to place an additional sum as great as six millions to the credit of the Montreal Harbor Commission to carry on their improvements, passed without a dissenting voice. Situated at the head of navigation of the St. Lawrence, Montreal is in a position to handle, during the season of open navigation, the bulk of the trade of the West, which has been growing by leaps and bounds during the past twenty years. More Canadian goods are exported through Montreal than through any other Canadian port, and the Government was wise in granting assistance to that port to enable the handling of this great trade at the least possible expense to the people.

Although many American vessels use the Canadian canals and carry their goods from the West to Oswego, New York, where it is taken by rail for export through the port of New York, Montreal has more than held its own in exports originating in the West and carried by water through the Great Lakes and down the St. Lawrence. That it will continue to do so is beyond question, as the St. Lawrence is the shortest for European trade.

Current Comment

(Ottawa Journal.)

This winter all over Canada the cold has probably exceeded in continuity and effort, anything for a long time. As a result Lake Superior, which, like the ocean, is supposed never to freeze, has a coating now as far as eye can see from the shores. Indians say this has not before happened for generations, which is an excellent assurance as to the severity of the weather.

(London Free Press.)

The report in a New York newspaper that Canada is seeking to reopen Reciprocity negotiations with the United States bears every earmark of improbability. Reciprocity upon any terms likely to be assented to by the United States would receive no serious consideration in Canada. That much was settled last September.

(Toronto Star.)

We are all acquainted with the gentleman who does not appreciate Wagner, but never tires of Home, Sweet Home and Annie Laurie. So in the politician's ear, the old, old repartee have a sweet and homely sound and touch the heart as it could never be touched by new-fangled theories of government.

(Kingston Whig.)

There is a cry against the public school education in New York and Brooklyn. There are too many fads, not enough of good, sound teaching. And the gad is missing, and with it the manners, the docility, the respect of the pupils. Time for a change.

(Woodstock Sentinel-Review.)

A man in a neighboring town dropped dead while shovelling snow from his sidewalk. For the benefit of some timid people in Woodstock it may be said that there is so far no evidence that the disease is catching.

(Mail and Empire.)

In the past hundred years some thousands of millions of people have been born, but among them only one Charles Dickens.

(Grand Rapids News.)

A New York woman called a policeman when a man proposed to her on the street. Here they call a minister.

INSURANCE MEN INTERVIEW COMMITTEE ON BUILDING LAWS

Delegation from Fire Underwriters Association Made Many Suggestions to Civic Sub-Committee, Last Night, as to Improvements and Changes in Building Bye-Laws.

A meeting of the committee of the City Council appointed some time ago to revise the building by-laws, was held last evening for the purpose of giving the Underwriters Association an opportunity to lay their views before the committee. Peter Clinch, W. W. Frink and Frank Fairweather appeared as representatives of the fire insurance companies and brought with them a printed document prepared for the occasion, made up of provisions taken from the by-laws of modern cities.

Those present representing the city were Ald. Green, chairman of the committee, Ald. J. B. Jones and C. T. Jones, Mayor Frink, Recorder Baxter and Fire Chief Kerr and the building inspector.

There was considerable discussion on various questions, but no great progress was made. The committee decided to have Architect Mott go over the document presented by the delegation from the underwriters with the building inspector and Peter Clinch, and prepare a draft of the proposed by-laws which will be then handed to the recorder, who will provide the necessary legal phraseology. The committee hope to have a bill ready for the next session of the legislature embodying certain general provisions in regard to the construction of new buildings, but it was not considered likely that they would have a complete draft ready for this session.

A meeting of the Builders Exchange, of which Hon. Robert Maxwell is president, was held last evening in their rooms in the Market building, at which the question of revising the building by-laws will be discussed and a delegation appointed to wait on the civic committee and lay the views of the builders before it.

When the meeting opened last evening Chief Kerr called attention to the fact that he had made a number of recommendations to amend the fire department by-law some time ago and asked whether or not they would be incorporated in the building by-laws. On the advice of the recorder it was decided that most of the chief's recommendations should be sent to the bills and by-laws committee with a request to prepare a bill for submission to the legislature, as it was felt an act of the legislature would have more force than a city by-law.

Architect H. H. Mott, who was appointed some time ago to draft new building by-laws, said he had been at work for a long time, and the farther he went into the question the

greater the difficulties he met with. He thought he had lived too long in the city to draft a set of by-laws which would be fair to everybody. A regulation which seemed reasonable in one spot would, he said, absolutely prohibit building a few feet away.

A member of the insurance delegation pointed out that there were bigger considerations than the interests of the owners of a lot. The old by-law which prohibited the erection of wooden buildings in No. 1 district no doubt worked hardship in some cases where the owner of a lot could not afford to put up a brick building, but it was in the interest of the district as a whole.

Some discussion took place on the advisability of limiting the height of buildings, especially on the high levels. The underwriters contended that in many sections the limit should be six stories, as with the present water pressure they could not fight a fire above that height.

The recorder pointed out that if a limit was made it should be specified in feet rather than stories.

Architect Mott said he was of opinion that the underwriters had no right to attempt to put a limit on the height of buildings. They only consulted their own interest.

Mr. Clinch observed that the insurance companies were quite able to protect themselves without reference to the building by-laws. If they didn't like a risk, they could put a prohibitory tariff on it. The recommendations of the underwriters were in accord with the public interest. The underwriters never lost as much by fires as the people did.

Recorder Baxter recalled that when an alderman had tried to have the building by-laws revised, only to meet with strenuous opposition from the people of certain districts, mainly on the ground that a poor man had an absolute right to put up any kind of a shack he pleased, no matter how the menace might be to his neighbors.

One of the underwriters observed that the people who had objected to revise the by-laws had paid dearly, not only by fire losses but in high insurance rates. He pointed out that the community had some rights as against the individual and remarked that some day the city would pay dearly because it permitted the growth of a district such as that around Brussels street.

It was finally decided to leave the question of fixing a limit for the height of buildings to Mr. Mott and the building inspector and insurance representatives.

The insurance delegation recommended that a new by-law be drafted embodying regulations regarding the following points:

- 1—Thickness of walls for brick buildings.
- 2—Public buildings, theatres and places of amusement.
- 3—Mill construction.
- 4—Balloon frames.
- 5—Chimney, flues, fire places, trimmer arches, hot air registers, unused pipe holes.
- 6—Mansard roof.
- 7—Fire escapes, stand pipes and fire protection.
- 8—Electric works.
- 9—Moving picture machines.
- 10—Storage of moving picture films.
- 11—Storage of hay and straw for sale.
- 12—Gasoline, naphtha, benzine regulations.
- 13—Storage of oils and varnishes.
- 14—Fences, signs or bill boards.

They recommended that the chief of the fire department be given power to compel owners or tenants to rectify at once any dangerous conditions arising from the careless disposition of ashes, badly kept, dirty and rubbish filled basements and cellars, and all accumulations of rubbish and boxes, packing cases, etc., in alleyways, basements and rear of buildings.

There was some complaint that the old by-law did not contemplate the erection of buildings of more than five or six stories, and that the regulations in regard to the thickness of walls were not up-to-date. The insurance men said that in six story dwelling houses, apartment houses, the thickness of the lower walls should be 24 inches; and for six story hotels, office buildings, warehouses, factory, etc., the thickness should be 28 inches.

The greatest thickness required by the old by-law is twenty inches. They also recommended that every building more than three stories in height, occupied as a hotel or boarding house with fifteen sleeping rooms above the basement story, or as a factory, mill, asylum, etc., every building four stories and over in height, occupied as a store, or work room, school or place of assembly, shall be provided with fire escapes.

The question of defining the districts where wooden buildings might be erected was taken up but no decision was reached.

Mr. Mott—Most of the wooden buildings today are a greater risk than at the time the old building by-laws were adopted, for now they are heated by hot water and are little better than tinder boxes.

Mr. Clinch—We particularly object to the single brick chimney, but the law allows them.

Mr. Fairweather—In modern cities they require a double brick chimney with a terra-cotta lining. That makes a safe chimney.

GRAND TRUNK TO START EXTENSION WORK IMMEDIATELY

Providence, R. I., Feb. 8.—Bids have been received by the Grand Trunk Railway Company for the construction of the roadbeds and buildings of the Southern New England Railway which will bring the Grand Trunk Company from Palmore, Mass., to Tidewater in this city. The contracts will call for completion of everything in connection with the extension of the road on or before Dec. 31, 1913. The company officials say they expect to have trains running over the new road before the end of the year.

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