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ST. JOHN, N. B., FRIDAY, JUNE 6, 1913.

TECHNICAL EDUCATION.

There was presented to Parliament on Wednesday, a report which, if its recommendations are adopted, will eventually lead to the introduction of one of the most important features of economic and industrial development in the history of this country. This is the report presented by the Royal Commission on Industrial Training and Technical Education. For a number of years the Canadian Manufacturers' Association, realizing the high state of development in industrial lines in certain foreign countries, wherein technical education is included in the ordinary school course, has been urging upon the Dominion Government the advisability of introducing such a system in Canada. That Association adopted the view that in nation-wide movements of this sort, the Federal Government should take the lead. As a result of this representation, a commission was appointed and the report now submitted suggests the establishment of a fund, payable for ten years, and amounting to \$3,000,000 per year, for technical training with an additional annual grant of \$350,000 per year for the elementary branches. It is suggested that this fund be distributed throughout Canada on the basis of population.

The census of 1911 gave a total population of roughly 7,200,000. On this basis the \$3,000,000 fund would amount to 42 cents per capita, and the \$350,000 fund to 5 cents per capita. Following the same rough estimate, New Brunswick for technical training would secure \$119,950 per year, with an additional \$14,280 for the elementary branches, making a total of \$134,230 per annum. St. John which is credited in the census report with a population of 42,500, would secure \$17,850 for the creation and maintenance of such institutions as might be necessary for the more advanced work, and an additional \$2,125 per year for the elementary branches. This is practically a gift of \$20,000 per year for ten years, to carry on work which is now neglected. It has been estimated by those connected with educational matters in St. John, that to properly maintain such a department on \$18,000 to \$22,000 per year would be required, while the first cost might amount to some \$50,000. If there is a prospect of the Royal Commission's report being adopted, and its suggestions carried out, and if St. John should receive, as no doubt it will, the amount mentioned above, the city can make no better investment than by spending \$50,000 to erect and equip such schools or other institutions as may be necessary for the proper enjoyment of this fund. Nor could New Brunswick make any mistake in introducing technical training throughout its entire public school system.

The idea of the Royal Commission is for a system of education following rather closely along the lines which for years have produced such remarkable results in Germany, and in certain other countries. Manual training is, of course, the foundation for practically all of the various branches included in the term "Technical Education." The system as adopted in Germany, as now being worked out with marked success in England, and as introduced quite recently in the Province of Nova Scotia, affords a range of opportunity, to all who desire to enter various trades and some of the professions, as well as beyond the shadow of a doubt, produce notable results.

All Canada will be interested in watching whatever action may be taken on the Royal Commission's report. The importance of the subject is everywhere recognized, the necessity for technical training is apparent to all, and of course, in a matter of this nature there must be serious consideration on the part of the body destined to bear the expense. Certainly an outlay of between \$3,000,000 and \$4,000,000 per year for a number of years is worth discussing.

MANNING THE SHIPS.

Liberal protestations that the Canadian navy should be manned by Canadian seamen constitute one of the numerous hypocrites in that party's policy. A brief examination of the facts will show this. The Laurier government when in power proposed to establish a force of four "briquets" and six destroyers. Each cruiser would have a crew of a little over 375, and each destroyer would have a complement of about 75. Thus there was in sight a demand for 1,500 men on the cruisers and 450 men on the destroyers, or about 2,000 men actually afloat. In addition, a naval force would necessarily include some additional men to allow for recruits in training, for men taking special courses in gunnery, torpedo work, navigation and the numerous subjects which fall within the view of the naval seamen; for shore service, as men cannot be kept afloat all the time; and for reserves—for what would be the position of one of our

cruisers in war time if she, while in action, lost a number of men and had no means of replacing them? In short, the Laurier scheme meant a need for from 2,000 to 2,500 men.

To procure these men the Laurier government purchased the Niobe and the Rainbow and proceeded to enlist recruits. These two vessels could not sail, train and pass out, many more than two hundred men a year. The term of service was fixed at seven years—not twelve, as in the real navy. Thus, if the Niobe and Rainbow had turned out seamen at the rate of two hundred a year, they would at the end of seven years have provided a force of rather less than 1,400 men—for there would be some wastage—and that would be the maximum which the machinery afforded would provide. Work it out: men needed, from 2,000 to 2,500; men provided, rather less than 1,400. That is what the Laurier government did. And this ignores the fact that the Laurier government bungled the whole manning business—that it recruited languidly and without zeal or enterprise, procuring only 350 enlistments all told; that it did not build barracks and thus crowded the Niobe so that there was no room for later recruits, and the men already in could not be trained in the branches of their work which follow the instruction in the training ships.

Consequently the talk of manning the two fleet units is nonsense. Each of the two battle cruisers would need not far short of 1,000 men. If we add the six light cruisers, the twelve destroyers, and the half dozen submarines the result is not far short of 3,500 more. Thus there is a need for about 5,500 men, and if an allowance is made for training, shore service, and reserves, a force of two fleet units would mean a personnel of not far short of 7,000. To provide that force on the basis of the Laurier term of seven years would mean a yearly enlistment, allowing for a wastage of 35 per cent a year, of 1,200. To provide such an enlistment there would be need for five or six ships of the size of the Niobe and for extensive other establishments of the sort which the Laurier government was warned to provide and utterly neglected. The Australians have been busy with their navy since 1909 and have enlisted 1,700 men. The Liberals, it is evident, talk of manning two fleet units in entire ignorance, or carelessness, of the real meaning of their talk.

The talk of manning is just talk. The Liberals played with the subject while in office, and out of power are saying anything which they think will please the electors.

TREATY RENEWED.

Sir Cecil Spring-Rice, who arrived in Washington recently as British Ambassador, in succession to the Hon. James Bryce, has signed, on behalf of his government, a renewal for five years of the general arbitration treaty with the United States. This pacific act, being one of the earliest official duties devolving upon the British Ambassador, augurs well for his future term of office, emphasizing, as it does, the very cordial feelings of good will that exist between these two great nations of Anglo-Saxon stock.

By the terms of this treaty, provision is made for the arbitration by the Hague court of any difference of a nature not affecting "the vital interests, the independence, or the honor" of the two contracting states and which do not concern interests of third parties. The validity of international treaties is established upon four conditions, which must be present in all treaties that are binding in law. These are as follows:

1. The contracting parties shall possess the requisite capacity for entering into treaty engagements.
2. The plenipotentiaries who negotiate the treaty must be properly authorized.
3. Freedom of consent on the part of the signatory powers.
4. Stipulations entered into must be physically possible of execution and not repugnant to the usages of international law, nor may they conflict with previous engagements with other powers.

In the United States the duty of negotiating a treaty with a foreign power usually devolves upon the Secretary of State, as in the present case, in which the ratification on behalf of the United States was made by Hon. William Jennings Bryan.

Prior to the 17th century Latin was the language used in the preparation of all treaties, but towards the end of the century French, which is now the diplomatic language of Europe, was substituted. It is to be observed, however, that states having a common language naturally make use of it.

It is interesting to notice that the present treaty between Great Britain and the United States was renewed on the eve of the one hundredth anniversary

sary of the famous duel off Boston Harbor between the British frigate Shannon and the United States frigate Chesapeake in which the American ship was captured and her commander, Captain Lawrence, slain. One hundred years of peace have been maintained, disturbed only occasionally by some insignificant ripples that swept across the wide period of calm enjoyed by these two great nations. Elaborate plans are in the making for an international demonstration, in keeping with so long and happy a period of peaceful relationship. In this connection it has been proposed to erect a statue of Queen Victoria in Washington and one of Abraham Lincoln in London.

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

THE SHANNON AND PRIZE.

One hundred years ago today was a Sunday, and the good people of Halifax were quietly venturing their way to church, when the news "spread like wildfire" that the British ship Shannon and her prize, the Chesapeake, were approaching the harbor. The Shannon's victory, after a long string of British defeats, naturally aroused the patriotic enthusiasm of the people of Halifax, and the clergymen preached that morning to all but empty pews. Wildly excited crowds rushed to the waterfront to welcome the ships, and cheer after cheer went up as the captor and captured came in. Mourning mingled with gladness over the death of the gallant Lawrence, commander of the Chesapeake, for the people of Halifax, intensely loyal, could not appreciate the loss of a foe. The American prisoners, shackled in the irons they had provided for the Shannon's men, were treated with consideration albeit with good-natured railway. The division of the English crew between the Shannon and her prize had made it impossible to clean up the vessels before Halifax was reached, and in consequence the decks resembled shambles rather than clean, scrubbed and spick-and-span men-of-war.

Sir John Alexander Macdonald, the distinguished statesman and statesman, was twenty-two years old today. The passing of "the greatest of the builders of the Empire" caused universal mourning, and the state funeral was a manifestation of a nation's grief. The centenary of Sir John's birth will be celebrated a year from next January.

THE PASSING DAY

ROBERT FALCON SCOTT. English geographers and explorers will hold a meeting today to commemorate the birthday of Capt. Scott, the intrepid explorer who lost his life on the return trip from the South Pole. It has been suggested that Scott Day be annually observed by the Royal Geographical Society, and it is likely that the plan will be adopted. In any event, the name and fame of Scott will not soon vanish from the memories of men, for his achievements all history have made so deep an impression as the death of the heroic Scott and his brave companions.

Robert Falcon Scott was born at Outlands, Devonport, a naval station on the southern coast of England, 45 years ago today, June 6, 1868. His career as an Antarctic explorer began in 1900, when he headed the English expedition that sailed on the *Crater* under the command of Captain Scott. A born leader of men, a physical and mental stalwart, fearless yet never rash, determine a peerless, becoming a "furthermost south" record. A born leader of men, a physical and mental stalwart, fearless yet never rash, determine a peerless, becoming a "furthermost south" record.

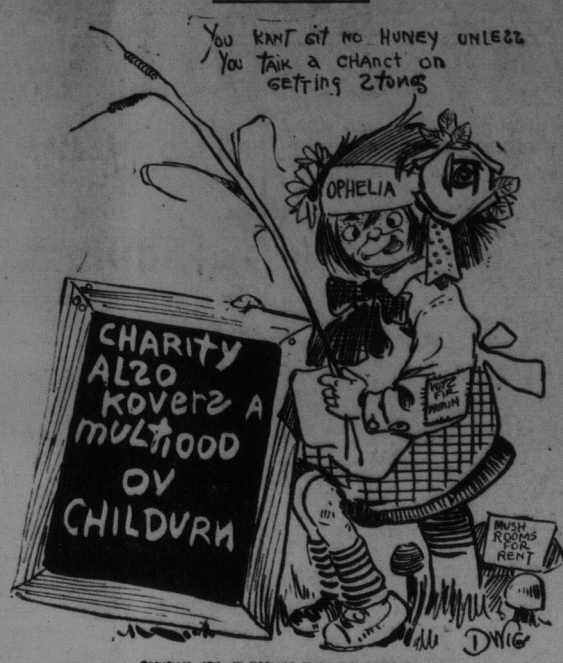
Canada and Australia, as well as the United Kingdom, have joined in bestowing honors and more substantial appreciations on the families of Capt. Scott and others who lost their lives in the Antarctic tragedy. The widow of the great explorer is now Lady Scott, with the same rank, style and precedence as if her husband had been created a Knight Commander of the Bath, as he would have been if he had lived.

The King's prerogative of bestowing a title upon a woman is rarely exercised. The last noteworthy instance of this kind was in 1891, when the widow of Sir John Alexander Macdonald, the great Canadian statesman, was made a peeress, becoming Baroness Macdonald of Earncliffe. The distinguished Dominion Prime Minister died in Ottawa just twenty-two years ago today. In the same year the widow of the Rt. Hon. W. H. Smith, leader in the Commons, was created Viscountess Hambleden.

FIRST THINGS

BEGINNING OF BROOKLYN. The first European settler in Brooklyn was George Jansen de Rapelle, who established his home at Wastburg, now Wallabout, during the directorship of Peter Minnet. His daughter, Sarah Rapelle, was born there 238 years ago today, and was the first white child born in Brooklyn or Long Island. The Indians celebrated the arrival of the stork with a paleface papoose by conveying to the young lady a large parcel of land near the Wallabout—land now worth many millions. Governor Minnet of New Amsterdam promised the mother of the infant a cow as soon as the ship came from Holland, and the promise was fulfilled, the cow being the first to be brought to Long Island. The father of Sarah was followed to America, and to Brooklyn—or Breuckelen, as it was called by the Dutch—by two brothers, who received grants for land near Gravesend. In 1657 Governor Stuyvesant granted a general patent to the town, and this patent was confirmed by subsequent acts in consideration of an annual quit-rent of twenty bushels of wheat. This quit-rent continued to be paid by the town as late as 1786. Brooklyn, now famed as the "city of churches," was without a house of worship for thirty-four years after its settlement. Even after a church was built the people complained to the governor that their minister was inattentive to his duties, officiating only once a fortnight, and then only praying for a quarter of an hour, instead of preaching a sermon.

OPHELIA'S SLATE



IN LIGHTER VEIN

MOTOR BOATING.

(By Berton Bralley.)
On bay and stream and lake
The motor-boaters take
Their varied models out again—and
what a noise they make!
They crackle and they bloom,
They throw up spray and spume,
They fill the air with racket and with
gasoline perfume!

They bark and groan and spit,
Your ear drums nearly split
To hear them making noises like a
Maltese in a fit;
It is a pretty thing
To hear the welkin ring
When people get their motor boats
and try them in the spring.

New auto tires will burst.
And motor bikes are cursed.
But when it comes to cussedness a
motor boat's the worst.
For, though you sweat and toil
in water, grime and oil,
There's always something busted on
the engine or the coil.

Or the carburetor's clogged,
Or the shaft is waterlogged,
Or the dinkiebuster's battered where
the thingsumbos is lodged.
And in spite of glare and frown,
She is always breaking down.
When you haven't got a paddle and
you're 15 miles from town.

Yes, the motor-boating game
Isn't dull at all, or tame.
And, in spite of all its worries, it will
hold you just the same.
For to pay for all your woes,
And your troubles and your throes,
Now and then your vision happens,
now and then you engine goes!

Misunderstood.

Doctor—You are badly in need of
change.
Patient—I know, doctor, but I guess
I can raise enough to pay your fee.

No Immediate Use For Them.

She (after the quarrel)—I will send
back your ring and other presents to-
morrow.
He—Oh, there's no hurry, I don't ex-
pect to be engaged again for a week
or two.

Wasn't Followed by Proposal.

"He printed a kiss on her lips and
she took him to court."
"Kiss made her angry, eh?"
"Oh, it wasn't the kiss itself she
minded; it was because it wasn't a
uniprioning."

A Case of Necessity.

Clergyman (to small boy)—Don't
you know that it's a sin to dig on Sun-
day unless it's a case of necessity?
Boy—Yes, sir.
Clergyman—Then why are you dig-
ing it?
Boy—"Cause this is a case of neces-
sity. A fellow can't fish without bait."

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complete and intersects or touch
There are no parts of circles or sl
sort in the puzzle. In the event th
number the prizes will be award
solutions. Accuracy and patience
for arriving at the correct or near
who display these qualifications
solve the puzzle best.

How to

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