

The St. John Standard

Published by The Standard, Limited, 33 Prince William Street, St. John, N. B., Canada.

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Yearly Subscriptions: Commercial Advertising: \$5.00 Per Inch, per year. \$45.00

By Mail: 3.00 Line Rate, Over 5,000 @ .03

Semi-Weekly by Mail: 1.00 Line Rate, Under 5,000 @ .03

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ST. JOHN, N. B., MONDAY SEPTEMBER 29, 1913.

THE NEW WEST INDIAN SERVICE.

Much benefit to St. John, and to the Maritime Provinces generally, should result from the effort being made by the Government, through the Department of Trade and Commerce, presided over by Hon. George E. Foster, to develop trade between Canada and the West Indies. The first important step in this direction was taken when the reciprocal trade agreement was entered into between the Dominion Government and most of the islands making up the British West India group.

In making provision for the very best results from the reciprocal trade treaty the Government has arranged for reduced cable rates and an improved passenger and freight steamship service. The steamship service will be performed by the Royal Mail Steam Packet Company, with which company a five year contract has been entered into for a fortnightly or twelve day service, to be performed by boats particularly well qualified for the conditions to be met in that trade.

Another important factor in the development of trade between the islands and Canada was a cheaper cable rate. The accomplishment of this meant lengthy negotiations between Canada, Great Britain and the West Indies. Canadian merchants had hitherto labored under a distinct handicap in transmitting business communications to the West Indies by cable because the rates were so high. To overcome this Canada and Great Britain each contributed \$3,000, and in consequence, the rates have been cut in two.

In considering the new steamship agreement it will be noticed that the steamers will continue to sail from Halifax direct, coming to St. John first on the passage to Canada. This is the same plan that prevailed with the Pickford & Black Company and is the best arrangement that could be made in the interests of all parties, and in consideration of the very valuable business between Halifax and the Island ports. It is likely, however, that St. John will get the bulk of the package freight and four export, and will also be the centre of the fruit importing business. Additional benefit to this port will come from the arrangement by which perishable freight intended for the West Indies will be taken from St. John to Halifax without increased cost.

Reports from Canadian trade agents in the West Indies indicate the great opportunity for development of our trade there. In this connection it has been suggested that the producers in Canada should give attention to the demands of the West Indian consumers. West Indian storekeepers accustomed to selling a line of goods in packages of a certain kind, it is said, give more attention to a Canadian competing line if it is packaged so as to conform to the customer's idea. This, possibly, is but a small matter, but it has repeatedly been cited as an argument against Canadian goods. "We can't handle your line of goods," has more than once caused the loss of an order. Now that an earnest effort is being made to increase Canada's trade in the West Indies, it is to be hoped Canadian exporters will take full advantage of the opportunity offered to them. The new arrangement for an improved steamship service also furnishes additional evidence that the Borden Government is using every means in its power to develop Canadian trade in all directions. The movement in the direction of a West Indian reciprocal agreement had its inception with Hon. George E. Foster in 1891. During the regime of the Laurier Government, from 1896 to 1911 some progress was made with it, but it remained for Hon. Mr. Foster, as Minister of Trade and Commerce, in 1913, to bring to a successful completion the task he set himself almost a quarter of a century ago.

MR. BORDEN STANDS FIRM.

By request The Standard publishes this morning the full text of the address delivered by Rt. Hon. R. L. Borden, Premier of Canada, at the great gathering of his followers held in Halifax on September 16th. Perusal of the address will show that the Premier gave effective answer to the rabid utterances of Sir Wilfrid Laurier at St. Hyacinthe on August 16th. Sir Wilfrid Laurier on that occasion made merry at the expense of the British Government, termed by him "the highbrows of Downing street," and he scored the Borden administration for their action in deferring all to British opinion. Possibly Laurier's address was prepared particularly for consumption in the St. Hyacinthe constituency, and, possibly, also, that fact explains why the Telegraph has not submitted the full text of it to the people of this community. It would look particularly well published in parallel columns with Mr. Borden's speech at Halifax, but the Telegraph hardly dares to take the chance.

One sentence from Mr. Borden's speech effectively and completely lation.

answers Sir Wilfrid's diatribe. "The unity of the Empire," said Mr. Borden, "cannot be maintained if its 'greatest Dominion adopts the policy of scamping under the cover of 'neutrality in time of danger or of 'trouble.'" Compare this utterance with Laurier's sarcasm at the expense of "the highbrows of Downing street" and there is at once revealed the direct line of cleavage between Mr. Borden and the followers of Sir Wilfrid.

Mr. Borden, as he has always done, both in opposition and in power, stands unmoved in his advocacy of the maintenance of British connection. Sir Wilfrid Laurier denies our responsibility to the Empire with his assertion that Canada is a nation and should determine what part she shall take in Britain's wars. There can be no question as to which policy appeals to the people of Canada. The Borden Government on the naval question stands today just where it stood before the partisan Liberal Senate responded to the lash of the man who sneers at "the highbrows of Downing street," and placed Canada in a false position before the world.

However, Canada will wipe out the stain of that transaction. As the Premier says, "the defeat is but temporary, and the duty of Canada to the Empire will yet be honorably discharged." The sentiment of patriotic Canadians is behind Mr. Borden, and may be depended upon to make itself felt in no uncertain manner.

INTRODUCING THE RACE CRY.

That the Liberals are in desperate straits in Chateaugay, Quebec, where a bye-election will be held early next month, is illustrated in two ways: One is the difficulty in finding a candidate and the hurly call to Sir Wilfrid Laurier in Ottawa, and the other is the despicable and bold attempt of the Liberals to introduce the race cry. Le Canada, the French-Liberal organ in Montreal, leads in this by asking the electors of Chateaugay the following questions:

"Have we to ask ourselves why our influence has come to nothing in Ottawa?"

"Why has our representation in the Government been reduced?"

"Why was the portfolio of Public Works taken from us?"

"Why did we lose the post of Solicitor-General?"

"Why have we lost positions in the Civil Service and even on the bench?"

"Why are we losing influence everywhere?"

"Why is the business of the transcontinental taken to Toronto instead of Quebec?"

"Why was Hon. Mr. Parent replaced by Major Leonard?"

"Why are our compatriots insulted and ill-treated at Ottawa?"

Needless to say the questions printed above are intended to stir up a race feeling between French and English voters, containing as they do, the suggestion that Liberal return to power in Canada would mean the restoration of a French-Canadian premier and consequent advantages to "our compatriots." It can hardly be conceived that Sir Wilfrid Laurier is aware of the tactics adopted by the paper supporting him, but to date it is not on record that he has repudied it. Whether by Sir Wilfrid's acquiescence or not the very fact that such a campaign is being prosecuted in a Canadian province shows to what depths the once great Liberal party of Canada has fallen.

There is an opera bouffe air about the telegrams of the Grain Growers to the Manufacturers, which would have amply justified the latter body in passing them over with a formal acknowledgement of receipt, says the Financial Times, of Montreal. There is an equally opera bouffe air about the suggestion of the Manufacturers, that they and the Grain Growers should meet and settle the destinies of the country in regard to duties on British imports. Everybody knows that the views of both these parties are dictated by their private and sectional interests, and it is for the Government of Canada to weigh those interests and fix the tariff for the general benefit of Canada. The tariff is not a thing that can be "arbitrated" even by such powerful opponents as the Manufacturers' Association and the Grain Growers.

The fact that a young American amateur golfer recently defeated two such noted British professionals as Vardon and Ray is taken by some papers as an indication of British degeneracy in sport. Even so, it is hardly to be mourned in this case, for most sport followers imbued with the true sporting spirit would sooner will take Turkey's place as monitor in the Balkans is an interesting speculation.

Recent developments in the Balkan States furnish ground for the opinion that sooner or later some stronger nation must take up the responsibility of keeping the little fellows in their places. Turkey did it until they got too big for her to handle and, finally, they whipped her. Just who will take Turkey's place as monitor in the Balkans is an interesting speculation.

DIARY OF EVENTS

THE PASSING DAY

LONDON'S WATER SUPPLY.

Today marks the tercentenary of one of the most important events in human history—the inauguration of the first general water supply in the city of London. The water-faucet and the hydrant of today represent humanity's best bulwark against the scourges of fire and plague. The problem of providing cities with a sufficient supply of pure water was one that baffled the best minds for centuries. Sir Hugh Myddleton, the greatest engineer of his time, solved it for London and the world.

As early as the thirteenth century limited supply of water was brought to London by the Cheap conduit and a system of leaden pipes. Only a few wealthy people shared in the benefits of this innovation. The populace had to depend on the wells scattered about London, private cisterns, the river and other sources, where the water was contaminated by the filth of a city without any adequate system of sewage disposal. Water carriers went through the streets, and a majority of London's population depended upon them for their supply.

It was in 1609 that Sir Hugh Myddleton undertook the gigantic task of conveying New River water to London from Chadwell and Amwell, in Hertfordshire. Great natural difficulties and much opposition hindered the work, but the project was carried to completion at immense expense, and on Sept. 29, 1613, the water was turned on and the system was formally inaugurated. The water was distributed through the streets in pipes made of small pipes, each in six-foot lengths, drilled, and one end tapered so as to fit into the bore of the other. Four hundred miles of such pipes were laid. Small leaden pipes were used to convey the water into houses. The supply was insufficient, however, and in 1664, and the "great fire" two years later, resulting in the death of 100,000 people by disease and the destruction of 14,000 houses by fire, that Londoners were fully aroused to the necessity of the extension and improvement of the water supply.

The use of aqueducts to supply cities with water may be traced back to very remote periods. The "pools of Solomon," near Bethlehem, were three large reservoirs from which water was conveyed to Jerusalem, six miles distant. An earthen pipe from these pools now supplies the "holy city" with water. The ancient city of Mexico was supplied with water by the aqueduct of Chapultepec, built by Montezuma. The Incas of Peru had aqueducts for conveying water from the mountains, hundreds of miles distant, to their cities, and also for the irrigation of their fields.

Egypt, aqueducts were constructed during the reign of Sesostris, in Babylonia under Semiramis. An ancient Roman was supplied by no less than twenty-four aqueducts. Strabo said that whole rivers flowed through the streets of Rome. It is estimated that 60,000 cubic feet of water was supplied daily to Rome. New York will soon have the most modern and costly water system in the world. The American metropolis now consumes 600,000,000 gallons of water daily, or 100 gallons a day for each man, woman and child. The new system will bring water from the great Ashokan reservoir, in the Catskills, to the city by means of an aqueduct ninety-two miles in length, at a total cost of \$176,000,000. The Croton aqueduct, which gave New York its first modern water supply, was completed in 1842, at an original cost of \$12,500,000. Millions have since been spent in extensions and improvements, but the Croton river supply can no longer be depended upon to meet the ever-growing demand for water.

THE HUMAN PROCESSION

MAY SOME DAY BE AN EMPEROR.

Prince Maximilian, the eldest son of Crown Prince Franz Ferdinand, nephew and heir of Emperor Franz Joseph, was born in Vienna eleven years ago today. When his father, yielded to the dictates of his heart, passed to the realm of spirits, the young prince, who had chosen for his better half the lovely and gifted Countess Sophia Chotek, he duly renounced the right of his future children to succeed to the throne of Austria and Hungary. With the birth of her first son eleven years ago today, Princess Sophia began a rebellion against the royal code that placed her in the position of a morganatic wife. It is not for herself that she fights, since she has been given the title of Princess of Hohenberg and is received on terms of equality at all the courts of Europe, but for her son, whom she hopes to make some day the Emperor of Austria. The Crown Prince is a devoted father, and sides fully with the Princess in her campaign to make their son the heir to the throne. Emperor William and King George and Queen Mary have espoused the cause of the devoted mother, and the Hungarian parliament has declared her claims to be valid.

EUROPE'S PRETTIEST PRINCESS.

"The prettiest princess of Europe," "Elizabeth of Roumania, the eldest daughter of the Crown Prince of that country, will celebrate her nineteenth birthday today. Princess Elizabeth and her younger sister, Princess Margareta, are the belles of European royalty. Her father, King Carol I. of Roumania, is a nephew of the venerable King Carol of Roumania, who is without direct heirs. The Roumanian succession was originally conferred on Prince Leopold of Hohenzollern-Sigmaringen. He renounced his rights in favor of his son, Prince Wilhelm, who, in 1881, also renounced his rights, making his younger brother, Ferdinand, the Crown Prince of Roumania.

Rubber and Gasoline.

(Hamilton Spectator.)

The coming drop in the price of rubber from the overproduction of the raw material from Ceylon and the East Indies, should lighten the burdens of motor car owners in the renewal of tires. If fuel also is to become cheap, a sensible relief will be experienced in another great item of expense, in one direction at least, the cost of living is not rising.

OPHELIA'S SLATE



IN LIGHTER VEIN

A Shy Conductor.

The two ladies had been to the opera at a local theatre, and, going home in the train, they discussed the evening's amusement.

"I think 'Lohengrin' is just splendid!" murmured the lady in the large hat as she handed the conductor a penny for her fare.

"Do you?" asked her friend in the purple velvet, with a superior smile. "I think it's not bad, but I just love 'Carmen'."

The conductor blushed all over his plain features.

"Sorry, miss," he murmured apologetically. "I'm married. You might try the driver, though; he's a single man!"

He Knew the Umpire.

(New York Times.)

Franklin Dais, 31 years old, son of an Igorro head hunter of Northern Luzon, in the Philippines, arrived in San Francisco yesterday.

"The case of Rev. E. A. Sibley, an Episcopal missionary. The Filipino lad and his guardian were singled out by interviewers.

"Sorry, miss," he murmured apologetically. "I'm married. You might try the driver, though; he's a single man!"

In Part Payment.

The Chap—Your refusal of me has broken my heart.

The Hetress—I'm truly sorry. Is there nothing I can do except marry you?

The Chap—No, but if you could lend me a couple of hundred thousand I might feel that I had only half lost you.

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VALUE IN EYEGLASSES

The price you pay for an article is not so important as what you get for the price you pay.

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You Never Can Tell.

Good morning, neighbor. The weather's a bit fresh today."

"So it is. I suppose, last summer being so hot, we shall have a severe winter. That's the way the wise ones figure it."

"Maybe so; but if it should be colder this winter because of last summer's excessive heat will it be hotter next summer because of this winter's cold?"

Times Have Changed.

(Montreal Herald.)

"I remember, I remember," said the man with dreamy eye. "I remember, she remember. And it always makes me sigh: You may talk about your tangoes, it's a funny circumstance. The Chap—No, but if you could lend me a couple of hundred thousand I might feel that I had only half lost you."

Ladies' Tan Button Boots at \$2.69 per Pair

A splendid wearing, beautiful fitting Button Boot, made to sell at \$4.00. All sizes.

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87 Union Street.

Children Cry for Fletcher's

CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Fletcher, and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Experience against Experiment.

What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrup. It is pleasant, it contains neither Opium, Morphine nor other Narcotic substance. Its age is its guarantee. It destroys Worms and allays Feverishness. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic, all Teething Troubles and Diarrhoea. It regulates the Stomach and Bowels, assimilates the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

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Bears the Signature of
Chas. H. Fletcher

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In Use For Over 30 Years
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And all kindred lines, our stock will afford you the largest range for selection and the best values to be obtained anywhere. When your wants are manifest come and see us.

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Diamond Importers and Jewelers

SPECIAL SHORT LINK CRANE CHAIN

This is an extra high grade chain at a slight advance in price over ordinary chain. Sizes carried in stock: 3-16 to 1 3/8 inch. We also carry a complete stock of

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Our "Bull Dog" is, without a doubt THE STANDARD OF GASOLINE ENGINE EFFICIENCY

Built in sizes from 1 1/2 to 16 h. p., simple, durable, and thoroughly reliable.

This Engine has an enviable record and we can supply Stock Pumping, Hoisting, Stationary and Portable Outfits.

The A. R. Williams Machinery Co., of St. John, N. B., Ltd.

Canada W. Em

Full Text of Notable Address by Rt. Hon. R. L. Borden for Dominion Liberals Must be Shared.

One of the most notable speeches ever delivered by a public man in Canada was that by Rt. Hon. R. L. Borden, premier of Canada, speech before the Province of Nova Scotia Conservative Association in Halifax on Sept. 16th. For the benefit of readers of The Standard it is hereby published in full:

"Mr. President and Gentlemen: I hail the opportunity of renewing my associations with you and of pressing my thanks for the support and confidence which you have accorded to the present administration. The occasion gives me also the advantage of discussing the record of policy of the government as to what is a little misrepresentation been spread abroad by the press posed to us.

Desperate Liberal Tactics. "In recalling the events of the two sessions one cannot fail to be impressed with the desperate character of the tactics deliberately adopted by the opposition. Under the influence of a self-appreciation, which became altogether excessive during their long lease of power, they led under the singular hallucination that the people of Canada were going to restore them to office. He hoped and strove during the session as well as the second session to make an opportunity of so doing, and embarrasing the government that a dissolution of parliament was necessary. It was confidently expected that the opposition would force a general election through the intervention of the people, they would force a general election.

Nothing to Lose. "They shaped their course upon theory that another election would improve their position and could insure it. In both these estimates they would beyond question be grievously disappointed. We too, position that the government would not be forced. The constitution authority to determine the date of a general election is the government, acting upon the advice of responsible ministers, and the action found us prepared to meet upon this ground and to fight battle to a finish.

Obstructive Methods. "Eventually obstructive tactics carried to such an unparalleled extent as to make it necessary, if the earnest of this country was to be carried on by parliamentary means, that the obsolete rules of the House of Commons should be so amended that public business could be conducted with reasonable despatch. That the country might be scandalized by the disreputable scenes which were being enacted in Ottawa. Not only Conservative Liberals have expressed this opinion that we were more than justified in the course which we took only criticism to which we are not subject is found in the comments made to me that we delayed too long and permitted our opponents to far before we undertook a much needed reform in parliamentary procedure. The result is hailed with satisfaction throughout the country, which pressed with a growing conviction that it would be well for parliament to work and think more and less.

Value of Good Roads. "We have hardly begun to the importance of good roads. As to the importance of good roads, it is to be grasped thoroughly that they are a necessary link in any scheme of transportation. In some cases the cost to the producer of transport products to the railway station is greater than the cost to the consumer by rail to the nearest market. The amount of loss in this country is almost incalculable. The late government never finger to remedy this condition of affairs. It was a necessary link in any scheme of transportation. In some cases the cost to the producer of transport products to the railway station is greater than the cost to the consumer by rail to the nearest market. The amount of loss in this country is almost incalculable. The late government never finger to remedy this condition of affairs. It was a necessary link in any scheme of transportation. 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