

The Standard



Published by The Standard Limited, 82 Prince William Street, St. John, Canada.

MANAGING DIRECTOR—Jas H. Crockett. EDITOR—S. D. Scott.

SUBSCRIPTION.

Morning Edition, By Carrier, per year, \$5.00. Mail, 3.00. Weekly Edition, By Mail, per year, 1.00. Single Copies Two Cents.

NT JOHN, SATURDAY MORNING, JULY 31, 1909.

CANADA AND IMPERIAL DEFENCE.

"There is only one maxim which we can lay down, the British Empire is one and indivisible on this question of defence."

This was the statement which Mr. Haldane, the Imperial Secretary of State for War, made on the opening day of the Defence Conference.

Mr. Balfour, former Premier, laid down this doctrine a few weeks earlier in his address to the Press conference:

"The German Ocean, the channel, the neighborhood of these islands, possibly the Mediterranean, those are theatres on which, if there is to be an Armageddon, Armageddon will take place, and it is impossible for us to attempt to dissipate those fleet continents so that when the time of crisis arises we shall not be able to have that concentration on which our whole Imperial defence and the defence of each separate portion of the Empire really depends. The fate of Australia, the fate of New Zealand, of Canada, South Africa, India, is going to be decided in the Pacific, it is not going to be decided in the Indian Ocean; it is going to be decided here."

What should Canada and the other parts of the Empire over-seas do if the Empire is indivisible for purposes of defence, and if the fate of the Empire and of its part of it must be determined on the German Ocean by battle ships of the Dreadnought or super-dreadnought class? One obvious answer is that the Empire will not be met by the purchase or construction by Canada of coast defence cruisers. If Canada undertakes to assist in the defence of the Empire, the contribution should be such as will do the most good.

Sir Fred. Borden, in replying to the opening speech of the Defence Conference, seems to have begun with a declaration of the rights and liberties of self-governing colonies, though we may safely assume that no one is going to take away our liberties. Whether we do our part toward naval defence by paying for a super-dreadnought to be stationed in the German Ocean, or wherever she may be needed, or procure a few cruisers to form a local defence fleet, the expenditure will be voluntary. Great Britain will not tax Canada for naval defence. When Canada taxes herself she can apply the money to such purpose that is of no benefit to the Empire in the present emergency, or she can assist in addition to the striking force of that navy by which, as Mr. Borden says, the fate of Canada, Australasia and South Africa is to be determined.

So far as we can see there is no question of autonomy in the case.

FREE TRADERS AS PETITIONERS.

Two weeks ago there appeared a petition from bankers, merchants and others of London city, who "believe that free trade is the sheet anchor of commerce."

The London Board of Trade might be taken as representing financial and commercial London better than any petition signed by a relatively small section of that community. This board has sent delegates to the Chamber of Commerce of the Empire, with instructions to vote resolutions in favor of an Imperial tariff preference. It is clear that the authors and supporters of this resolution do not accept the sheet anchor theory. They would not wish to deprive commerce of its power to anchor, and of course they know that there can be no tariff preference under free trade.

The use of the term "sheet anchor" may have significance. Ships are not propelled by the anchor. It only keeps them still. When the anchor is on duty the ship is making no progress. Many people in Great Britain are of the opinion that free trade is anchoring British commerce when commerce should be making progress. They ask for a motive power and not a check. Members of the London Board of Trade and other tariff reformers are looking for a tariff system which shall build up a great commerce within the Empire, and at the same time hold all that is good in the world together.

To the assured free trader who has held the traditional doctrine without question and without patience or space for any other faith, or even for doubt, it must be a humiliation to sign a petition in favor of that doctrine. This appeal shows what progress has been made in the movement since Mr. Chamberlain gave it the impetus. A quarter of a century ago a petition in favor of free trade would be like a petition in favor of Magna Charta. London merchants would no more have thought of petitioning against a preference or protective tariff, than of protesting against the restoration of the Hoptarchy. The very fact that a group of those who stand by the traditional policy of the last three centuries, have thought it necessary to put their

names to the ancient and accepted creed gives eloquent testimony of the force, influence and prospects of the tariff reform movement.

COX AND OTHERS MUST WAIT.

The failure of the Transcontinental Commission to complete the section of the road from Winnipeg eastward to Lake Superior Junction in time to handle this season's crop will be a great disappointment to the old Grand Trunk Company. The Grand Trunk, and Grand Trunk Pacific corporations are not worrying about the line from the junction to Quebec and Moncton. They are not troubled about the Quebec bridge. But they were anxious to get the Grand Trunk system of Ontario and the road to Portland connected with the prairie sections.

When the Government started to build from Winnipeg to Moncton, the Grand Trunk Pacific itself began to build from Fort William on Lake Superior to a junction point on the main line. It is in the contract that the Government shall have connection between this point and Winnipeg complete and ready for operation this autumn. The company is reported to have given notice that it will claim damages if the connection is not made at the specific time. Now it appears that while the company's branch is completed the main line of not much greater length will not be ready.

We have said that the new and old companies are not distressed about the delays in the eastern portion of the line. The promoters were never interested in that part of the proposition. They are in no hurry to operate the other 1,600 miles of railway. Grain picked up by the company's lines in the west would be shipped to Fort William. Thence it would be conveyed by water to Depot Harbor, or Midland, or Goderich, or some other Grand Trunk point on the eastern end of the Upper Lakes. From this point to Portland, the Grand Trunk Company would have a free run on its own tracks. That is what Sir Rivers Wilson and Mr. Hays desired at the beginning and demand now. But they may have to wait another year.

MORE FIELDS TO CONQUER.

As yet only a small share of the British market for farm produce is supplied by Canada.

In the twelve months ending May of this year, Britain imported 20,000,000 cwt. of barley—none was supplied by Canada. Half was bought in Russia.

Britain imported 14,000,000 cwt. of oats—Canada supplied only 18,000. Russia sent 4,500,000.

Britain bought 86,000,000 cwt. of wheat. Canada sent 14,800,000 and the United States 13,000,000; Argentina 27,000,000.

Of wheat flour, Britain bought 11,000,000 hundred weight. Canada supplied 1,771,000, and the United States 7,750,000.

Of cured fish, Britain required 1,080,000 cwt. Canada sent 170,000; Norway 185,000; Portugal 132,000 and the United States 206,000.

The British people imported 4,000,000 cwt. of butter, only 50,000 from Canada, but 1,850,000 from Denmark; 650,000 from Russia; 400,000 from Germany and about 600,000 from Australasia.

Canada is ahead in cheese, supplying Britain with 1,526,800 cwt. or two-thirds of the whole requirement. British imports of bacon are 5,000,000 cwt. of which \$90,000 go from Canada, 2,000,000 from Denmark, and a little more than that from the United States. The United States ships to Britain more than three times the quantity of hams that are sent by Canada.

There is much more business to be sought in Great Britain for the Canadian producers.

THE UNITED STATES TARIFF.

The report of the conference on the United States tariff shows that President Taft exerted his influence with much effect. He has secured free hides, a heavy reduction in the lumber schedule, with important modification in the steel and coal duties. Some of these are lower than the original House Bill. All are below the Senate or Aldrich Bill.

The conference report is not law. The House will probably accept the compromise, but it is harder to judge what the Senate may do.

Assuming that the report will stand the changes from the Dingley law are of some interest to Canada. No mention is made of potatoes, from which it may be judged that prohibitory increase of duty remains. Coal is reduced from 67 to 45 cents per ton, a change not likely to seriously affect the trade. Free hides is not an item of great interest here since Canada is also an importer of hides. The reduction of the paper duty from 30 cents per 100 pounds to 18 3/4 may suggest some exportation, but at present the price is not higher in the United States than in Canada. Abolition of the duty on mechanical pulp has a promise of trade in it. It is not likely that there will be any exports of steel and its products from Canada to the States for many years to come.

The Sun makes confession that "in times past when the party loyalty to blind it to some Liberal defects and to defend some things in the name of Liberalism which were in themselves difficult of defence." But this is not going to happen any more. The Sun says "we propose to run a square and decent newspaper," and explains that it is leaving the old business to its "No Grant, No Deals" contemporaries.

When Mr. Pugsley returns from the West he is expected in St. John to settle some things. The Marine Department agency waits. It is said that Mr. Frank McCafferty of the Telegraph staff is a fourth candidate, and a strong one, for the position. Mr. McCafferty's claims were recognized by the late Provincial administration, but not until after the Government had been defeated at the polls. Hence the appointment did not stand.

The Pugsley papers in New Brunswick say the St. John Globe has gone over to the Conservatives. The news is good if true. The authors of it recognize that the best is getting to where it belongs.—Montreal Gazette.

The time seems favorable for Sir Charles Ross to make a new contract with Sir Fred Borden for the manufacture of 60,000 rifles such as were used at Ritsch. If the first ones were worth \$25, these may be worth \$50.

We take the liberty of doubting if President Reyes of Colombia, who has suddenly resigned office and left the country, carried with him \$20,000,000 in gold. That would be 1,000,000 ounces, or some forty tons.

One reflection of the Sun on the two chief backers of the Telegraph ought to be taken back. There is reason to believe that they contributed a large campaign fund in the recent time of need.

Because Mr. Pearson and the Sun have become virtuous, they are determined that there shall be no more cakes and ale for Mr. Moore and Mr. McAvity.

As the years pass the wisdom of the late Hon. A. G. Blain in condemning the Grand Trunk Pacific contract, becomes more manifest.

Spain has on hand a foreign war and an insurrection. Mexico has a possible political revolution, and an actual earthquake.

Superior Dentistry

Emerson puts the POINT plainly:—"If a man can write a better book, preach a better sermon, or make a better mousetrap than his neighbor, though he build his house in the woods, the world will make a beaten track to his door."

DR. J. D. MAHER, Boston Dental Parlors, 527 Main Street.

NOT HOW CHEAP BUT HOW WELL

It is not a question of how cheap you can get your plumbing done, but how well. Send for

G. W. WILLIAMS, The Practical Plumber, Phone 1896-11.

MARINE NEWS

PORT OF ST. JOHN.

Arrived—July 30. Str. Calvin Austin, 2858, Pike, Boston. W. G. Lee, mdse and pass.

Sailed—July 30. Str. Shenandoah, Neely, London, via Halifax, Wm. Thomson and Co.

Vessels In Port. Steamers. Kentucky, (Dan.) Andressen, Copenhagen. Romney, 1763, D. E. Moore.

Schooners. Abble and Eva Hooper, 276, Christopher, R. C. Elkin. Adonis, 216, Brown, A. W. Adams. Aldine, 199, A. W. Adams. Annie M. Parker, 399, R. C. Elkin. Arthur J. Parker, 118, A. W. Adams. Caroline Gray, 277, Hinchey. Clifford Whitman, (Am.) 259, Faulkingham, C. M. Kerrison. C. P. Colwell, 82, Sabean, C. M. Kerrison. Cora May, 111, Sabean, N. C. Scott. Genevieve, 124, Butler, A. W. Adams. E. Merriam, 331, Reicker, A. W. Adams. Gazelle, 47, Dewey, Sackville. G. H. Perry, 99, McDonnough, C. M. Kerrison. G. M. Roberts, 295, R. C. Elkin. Harry Miller, 246, Barton, A. W. Adams. Hattie Muriel, 84, Cole, River Herbert, N. S. Jennie A. Stubbs, 159, Dickson. Lizzie N. Patrick, (Am.) 412, M. Chas. J. Spilane and Co. Lord of Avon, 325, Verner, R. C. Elkin. Manuel R. Cuza, 258, Gatton, P. McIntyre. Melba, 388, Richards, R. C. Elkin. Moama, 84, Williams, P. McIntyre. Montrose, Shipman, (Am.) 228, Bennie, A. W. Adams. Oriole, 124, McLean, Boston. Preference, 242, Gale, Francis Kerr Co. W. M. Walters, 120, Granville, A. W. Adams.

Vessels Bound To St. John.

Steamers. Indrani, Glasgow, July 20. Kanawha, London, July 27.

Barks. Arrica, cld from New York, July 29. Elma, cld from New York, July 29.

Schooners. Astraea, (Dan.) Barbados, July 9. Annie A. Booth, Bridgeport passed Vineyard Haven, July 22. Harry W. Lewis, passed Vineyard Haven, July 25. Georgia D. Jenkins, Portsmouth, N. H., July 27.

Canadian Ports.

Quebec, July 30—Arrived—Str. Montrose from Antwerp. Parraboro, July 30—Arrived—Str. Warrior, Smith from Cabadello, to load deals for J. Newton Pugsley; Schr. Roff, from Beaver Harbor; Effort from St. John.

Cleared—Str. Margarethe, Russ, Kalk for Brow Head for orders, with two million five hundred and ninety thousand feet spruce and hardwood deals shipped by Burpee Tucker; Schr. Silver Leaf for Vineyard Haven for orders with 373,000 feet lumber shipped by Newville Lumber Co.; Schr. Effort for St. John.

Halifax, July 30—Arrived—Str. Oeama (Br.) from St. John, N. B.; Brt. Harry (Br.) from New York. Sailed—Str. A. W. Perry (Br.) Haves for Boston.

Cleared—Schr. Caledonia (Br.) for Pernambuco; Talmonth (Br.) for Sherbrooke, N. S. Montreal, July 30—Arrived—Str. Megantic from Liverpool; Montrose from London and Antwerp.

St. Peters, July 30—Arrived—Str. Richmond, Copper from Halifax to Marble Mountain and returned; Schr. Mary Jane from Sampson River; Borgoise bound fishing; Tug D. H. Thomas, Cann, from Arichat to Sydney; Schr. Margaret, Copper from Halifax to Marble Mountain and returned; Schr. Katie B. Burke, from River Borgoise to Marble Mountain; Elva M. Stewart, from Crapaud to Marble Mountain; Miss Carter, Graham, from Marble Mountain to Cardigan.

No More Repair Bills!

Ceilings and walls of plaster are not only unsanitary, but also need frequent and expensive repairs, as they crack, leak, become discolored and sooner or later fall.

Steel Ceilings and Walls

on the other hand, cannot crack or fall, give real protection against fire, last as long as the house stands and never need repairs. They wear longer, look better and cost less than plaster, wood or anything else.

A Large Stock-Low Prices-Estimates on Request EMERSON & FISHER Limited, 25 Germain St.



C. H. Newwelling, 85 1/2 Prince William Street.

Marine Notes.

The Governor Cobb took out 224 crates of berries yesterday for Boston. 73 crates and 26 barrels of fish also went out.

Cross Courier, July 29.—The schooner Sarah A. Reed is loading lumber at North Perry. The schooner Burnett C., which brought a cargo of molasses from Barbados, to St. Stephen, sailed on Friday last for Halifax. The schooner Sarah Eaton and Ernest T. Lee are loading for New Bedford. The schooner Freddie Eaton sailed on Saturday last for Bridgeport. The arrivals at Calais during the week were schooners Hiram from Boston; Emma F. Chase, Jonesport; Samuel Castner and Mary Weaver, New York; E. Arulians, Machiasport. The schooner Annie P. Conlon has been chartered to load laths at St. John for Vineyard Haven for orders; schooners Emma F. Chase and E. Arulians for Boston and Eugene for Plymouth. The schooner Madrac which went ashore near Stamford, Conn., while on her way from New York to Calais, coal laden, was floated again to New York for repairs. The schooner Sarah D. Fell arrived from Norfolk, Tuesday, and is discharging coal at the Washington County dock. A four masted schooner, one of the Penobscot fleet, is at the Ledge awaiting her turn to discharge coal at the railway dock. The str. Rappahannock arrived at London July 28, from this city via Halifax and Havre.

Schr. Louise V. Chaples passed City Island, July 29, from St. John via New Haven.

Schr. Yolando sailed July 29 for Parraboro, N. S. from Boston. The Wilfred C. is at ground at Hopeville Cape, but is expected to be floated off the flats this week by the higher tides. The steamer got on the flats at the Cape last week and was left there by the receding tides.—Hillsboro Journal, July 28.

Quebec Chronicle, July 28.—The schr. Avis is in port from Caspe. The Mount Temple left Antwerp for Montreal, yesterday. Athena, Donaldson Line, arrived from Glasgow with passengers last night. Pretorian, Allan Line, arrived at Glasgow from Montreal, Trinidad, Quebec. Steamship Company, passed Martin River inward at 7 a. m. Adventure, the well known 2000 ton fur boat, has sailed for Hudson's Bay. Ionian, Allan Line, from Glasgow was reported inward at Fame Point last night. Virginian, Allan Line, passed Belle Isle from Liverpool, at 8.30 a. m., and docks here Friday evening. Monmouth, left Quebec this morning and is due today with general cargo from London and Antwerp. Megantic, White Star Line, was reported 140 miles southeast of Cape Ray at 6.30 a. m. and is expected here Friday morning. Montrose is travelling fast despite her accident and was reported 40 miles east of Cape Roster at 1.30 yesterday, and passing Fame Point early today. Earl Grey, the new Government icebreaker, which was successfully launched by Messrs. Vickers, Sons and Maxim, at Harrow, will soon sail for Canada. The str. Tyr was loaded with lumber off Bay Du Via Island Basin by Mr. Chas. Reinsborough last week and grounded on the bar at the head of the island when coming out. She tried to turn the island too close in. She is at Chatham now leaking, and her cargo has been discharged.

DEATHS

Parlee—At Portland, Me. on the 29th inst., Mrs. Anna, widow of the late Cornelius R. Parlee, aged 84 years. Funeral Sunday, August 1st, at Head of Millstream, Kings Co.

FOR HIGH GRADE CONFECTIONERY DELIGHTFUL ICE CREAM

and up-to-date Soda Drinks with the latest and newest flavors and fancies, call at

W. HAWKER & SON, Druggists, 104 Prince Wm. St.

CALIFORNIA FRUIT ARRIVING TUESDAYS & FRIDAYS J. F. ESTABROOK & SON, ST. JOHN, N. B.

COAL

AMERICAN ANTHRACITE SCOTCH ANTHRACITE OLD MINE SYDNEY RESERVE Delivered in bulk or in bags. Prices low.

R. P. & W. F. Starr, Limited

Wood-Working Factory

Prompt delivery. Give us a trial order. Satisfaction guaranteed.

HAMILTON & GAY, ST. JOHN, N. B.

WILBUR & WATERS, Cleaning and Pressing, Phone 1986-31, 20 WATERLOO ST.

EDGECOMBE & CHAISSON, TAILORS

Importers of High Grade Cloths for Gentlemen's Wear.

104 KING STREET, Trinity Block.

THE LEADER, A. W. Faber's New "CASTELL" PENCILS

the most perfect writing pencil yet introduced, unequalled for Purity, Smoothness and Economy. These pencils are pronounced the "Finest in Existence." All grades in stock at

BARNES & CO., Limited, Stationers, 84 Prince William Street.

GOOD MORNING!

Do your eyes trouble you?

If you do not see as well as you should. If your eyes ache and tire easily. If your head aches through the temples and over the eyes. If you have any symptoms that you think may be caused by defects of your eyes. Come in and we will tell you if glasses will help you.

L. L. Sharpe & Son, 21 King Street, St. John, N. B.

SCENIC ROUTE

STEAMER MAGGIE MILLER leaves Millidgeville for Summerville, Kennebec Island and Bay View daily, except Saturday and Sunday. 9.30 a. m. to 2.4 and 6 p. m. Returning from Baywater at 7.30 and 10.30 a. m. 2.30 and 5.15 p. m. Sunday 9 and 10.30 a. m. 2.30 and 5.15 p. m. Returning at 5.45 and 11.15 a. m. 6 and 7 p. m. Saturday at 6.15 and 9.30 a. m. 2.30 and 7 p. m. Returning at 5.30, 7 and 10.30 a. m. 3.15, 5.45 and 7.45 p. m. JOHN MCGOULDRIK, Agent.

Frederickton Business College

is NOT CLOSED IN SUMMER Why waste the summer months? For three months wasted months out of your course, may mean loss of that many months' salary at the other end. ENTER NOW. Free catalogue, giving full particulars sent on request. Address sent on request. W. J. OSBORNE, Box 355, Frederickton, N. B.

FOSTER & CO., MERCHANT TAILORS

26 Germain St. St. John, N. B.

Insolvent Notice

In the matter of White and Tweedie, Centreville, N. B. C. Tenders will be received by the undersigned till 6 p. m. on Wednesday, 4th August next for the stock-in-trade as follows, on bloc:

Dry Goods \$2455.25 Boots and Shoes 491.96 Hats, Caps and Fur 419.78 Ready-made Clothing 659.97 Hardware 853.83 Crockery and Fancy Goods 219.19 Patent Medicine 77.25 Groceries 125.29 Furniture and Fixtures 425.50 \$5531.28

Also for the store property in Centreville. This is a splendid opportunity for anyone starting business to locate in a thriving agricultural district. The stock is in good condition and the stand is the best in Centreville.

The highest or any tender, not necessarily accepted. Stock and inventory can be seen on the premises at Centreville, where all information can be obtained, or from E. R. TEED, Assignee. Woodstock, N. B. 29-30-31-2 27th July 1909.

New Brunswick Southern Railway

On and after MONDAY, Jan. 4 1909, trains will run daily, Sunday excepted, as follows:

Lv. St. John East Ferry 7.30 a. m. Lv. West St. John 7.45 a. m. Arr. St. Stephen 12.00 p. m. Lv. St. Stephen 1.30 p. m. Lv. St. John 1.30 p. m. Arr. West St. John 5.40 p. m. H. H. McLEAN, President. Atlantic standard time.

NO SUMMER VACATION

We would greatly enjoy one, but as many of our students are from long distances, and anxious to be ready for situations as soon as possible, our classes will be continued without interruption. Then, St. John's cool summer weather makes study as pleasant during the warmest months as at any other time. Students can enter at any time. Send for Catalogue.

B. A. DENNISTON, House and Sign Painter, DEALER IN Wall Papers, Paints, Oils, Stains, Varnishes, Enamels, Glass, Putty, Brushes, etc.

Shop: 16 Sydney St. House Phone 1015.

Gasoline Marine Engines

Repairs and Renewals for any make Promptly attended to. E. S. Stephenson & Co., Nelson St. St. John, N. B.

SPRING SUITINGS A. R. CAMPBELL & SON, MERCHANT TAILORS

26 Germain St. St. John, N. B.

FOSTER & CO., MERCHANT TAILORS

26 Germain St. St. John, N. B.

Francis & Vaughn

19 KING ST.

ROBT. MAXWELL

Mason and Builder, and Appraiser Brick, Lime, Tile, and Plaster Worker. General Jobbing, Promptly done. Office 16 Sydney Street, Res. 385 Union St.

A BRILLIANT

This is the best not only by Royalty England. This firm Wm. IV. and is recognized in the world. They are constructed especially for One of the special strings which they have many other our sample cases.

THE W. I. 7 Market

Sole representatives for the other pianos. Our mid-summer

THESE DAYS are the DAYS for WHITE SHOES

LADIES—See our Canvas Strap Pump, Covered Heel and Lined Through-out. \$2.50. Other Styles, \$1.35. Open all day Saturday 10.30 p. m.

BELLEISLE

Belleisle Creek, July 27th for the past few very warm and dry. The party held at the house yesterday was given by Mrs. Myrvin and leaving for the south yesterday. Mrs. Gale and her party were leaving for the south yesterday. The Rev. Fred spent a few days of his former home here. The Rev. Mr. Cr...