

# The Standard

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ST. JOHN, N. B., MONDAY, AUGUST 19, 1912.

## THE LOYALIST CITY'S WELCOME.

True to the loyal sentiment through which her foundations were well and truly laid, the city of St. John extends a sincere and heart-felt welcome to Field Marshal His Royal Highness the Duke of Connaught. This welcome has a two-fold significance. His Royal Highness not only occupies the distinguished position of Governor-General of the Dominion—preluding in a constitutional and Imperial sense the Canadian affairs—but represents the fulfillment of a desire of the Canadian people, long deferred. The Fathers of Confederation expressed the hope that some day the Governor-General of the Dominion would be a Prince of the Royal Blood. In the visit of His Royal Highness the citizens of St. John rejoice that this hope has been realized in their day and generation, and that they are privileged to greet as Governor-General the King Edward and a son of the Queen, Victoria the Good, whose name is a household word in Canada. Devotion to the British Crown, which shaped the course of the Loyalist ships to these wild and rugged shores in 1783, is pregnant still in the hearts of the people of this prosperous and thriving city. In this regard, St. John does not yield pride of place to any city in the Empire. The official announcement of January 30th, 1911, that His Royal Highness the Duke of Connaught, had been appointed Governor-General for two years, "which may be subject to further extension," was welcomed throughout the Dominion. The appointment was regarded as something more than an interesting event. It was a recognition of the growing greatness of the country, of its national thought and sentiment. The feeling was unanimous that as a member of the Royal family, personally popular in Great Britain and with a distinguished career in the Army, the Duke of Connaught possessed qualifications which would make His Royal Highness an ideal representative of the Crown.

It is needless to say on this occasion that these expectations have been fully realized. Since landing at Quebec on October 13th last, His Royal Highness has won a warm place in the hearts of the Canadian people. His Loyalist has added dignity to the office. In the happy relationships of Governor-General and people, the Duke of Connaught has proved as democratic and popular a representative of the King as any of the distinguished men who were the predecessors in office of His Royal Highness.

That the Duke of Connaught takes a deep and personal interest in the people of the Dominion is shown in the public reception and other notable events to be held in this city which the Royal visitors will honor by being present. The ceremonies in St. John mark the close of a tour undertaken by His Royal Highness during the past few weeks, extending from Winnipeg eastward to the cities and towns of these Provinces by the sea, a distance estimated at three thousand miles.

The tour will be memorable for several reasons. To the Canadian people it has afforded a unique opportunity, by the presentation of addresses of welcome, to demonstrate their unwavering loyalty to the British Crown.

For His Royal Highness the Governor-General the tour has provided a fitting occasion, not only to receive and reply to the loyal addresses of the Canadian subjects of the King, but to acquire a fuller knowledge of the growth and development of the Dominion by personal intercourse with many of her leading citizens and by an inspection of the localities visited.

That His Royal Highness takes great pleasure in these arduous duties is evident from the following reply to a recent address of welcome:

"It was a source of the deepest satisfaction to me to be called on by my brother, the late King, to serve the Empire in this new sphere, and since my arrival in Canada in October last my pleasure at being designated as His Majesty's representative in this Dominion has steadily increased. For each journey that I undertake, and my travels are wide and almost continuous, shows me the progress and contentment of the Canadian people; everywhere I go I hear expressed the same deep-seated reverence for the Throne and Person of the Sovereign."

In extending a loyal welcome to His Royal Highness the Duke of Connaught to Her Royal Highness the Princess Patricia of Connaught, the citizens of St. John but too echo the sentiments which fill the hearts of all Canadians. These sentiments have been eloquently and fittingly expressed by the Prime Minister of Canada, as the representative of the people, during his visit to the Mother Country. Speaking at the Mansion House, as the guest of the Lord Mayor of London, the other day, Mr. Borden made reference to the fact that at the present moment they had in Canada the Duke of Connaught as the representative of the King. He assured his hearers that when His Royal Highness and the Duchess of Connaught and Princess Patricia returned to the Old Home Land they would bring with them the love, affection and esteem of the people of Canada, in no less degree than they possessed the regard of the people of the Mother Country. "Already," added the Prime Minister, "the Duke of Connaught has shown an earnest of his disposition to make himself acquainted in every way with the Dominion over which he presides, by undertaking the vast task of journeying through the nine Provinces of Canada. In this and many other ways His Royal Highness has made evident to the Canadian people his close association with their ideals and aspirations."

## A CENTURY AGO.

We are wont to believe that the question of Imperial Defence is a problem new to the Colonies of the Empire, but all events not dating back much beyond the present generation. The suggestion of a contribution from Canada to the Imperial Treasury for this purpose has been received as something previously unheard of in this country and is even now under discussion.

Searching for the exact date when this city received its first visit from a member of the Royal Family, the Standard finds in "The Story of Saint John," compiled by Mr. F. B. Ellis, the following item of interest:

"The people of New Brunswick in 1799 showed their patriotism by subscribing £2,065 sterling—a large sum then—as a voluntary contribution to the Imperial war chest."

This means that but fourteen years after New Brunswick became a separate Province the loyal people of this

section were contributing to the cause of Imperial Defence. This may not be an exceptional case with the Colonies of that day. But it is satisfactory to know that New Brunswick in those far off days was helping to bear the burden of the Mother Country.

To the Province of New Brunswick belongs the distinction of organizing the first colonial regiment of the line, known in 1811, the year of organization, as the 104th. This regiment afterwards made its famous march from St. John to Quebec in mid-winter, and played an important part in the defence of the Niagara Frontier in the war with the United States.

St. John received its first visit from a member of the Royal Family more than a century ago, in June, 1804, when His Royal Highness the Duke of Kent held a levee at the residence of Mr. Ward Chipman, Solicitor-General of the Province. In 1850 the late King Edward, then Prince of Wales, occupied the same residence when visiting St. John. The Duke of Kent was the maternal grandfather of His Royal Highness the Duke of Connaught who, as Governor-General of Canada, is an honored visitor in St. John today.

The "old Chipman House," it will be recalled, was demolished a few years ago to clear the ground near the spot where the Y. M. C. A. building now stands. It was an act of vandalism which should never have been committed.

## THE PROGRESS OF JAPAN.

From a summary of the Official Financial and Economic Annual of Japan, in the Vancouver News-Advertiser, much that is instructive can be gathered regarding the financial, commercial, agricultural, industrial, and transportation progress of a country which is rapidly rising in importance but is little known to Canadians. It appears that the revenue of Japan has more than doubled in ten years, the expenditure nearly keeping pace with the income. Agricultural produce has not greatly increased in nine years (1901-1910); fishery production has gained nearly fifty per cent; mineral products (chiefly coal, copper, petroleum, gold and silver), have doubled; number of factories and hands employed has nearly doubled; the general rate of wages has increased forty to fifty per cent.

The value of exports per head of the population has increased 60 per cent. Exports to Great Britain have more than doubled; to British America nearly doubled; to the United States trebled. Some idea of the industrial change may be gathered from the fact that the exports of cotton fabrics have multiplied by four, while the imports of cotton fabrics remain about the same as in 1901, and the imports of raw cotton have more than doubled. The imports of wool have increased in ten years from three million to eleven million yen. Imports of pig iron have gone up from 1,600,000 to 6,400,000 yen. Japan imports thirteen times as much wheat, and only two-thirds as much flour as ten years ago.

The tonnage of shipping entered from foreign ports has nearly doubled in a decade, but Japan owns half that shipping now, whereas ten years ago she owned only a third. In 1911 Japan registered 1390 steamers built at home and 461 built abroad.

The money order business has more than doubled in ten years. The number of depositors in the post office savings bank has increased from 2,363,000 to 11,950,000, and the amount has been multiplied by seven. Among the depositors are 3,400,000 farmers, 751,000 operatives, 200,000 sailors and fishermen.

Nine years ago Japan had 1,055 miles of State railway and 2,966 miles of private railway. The State has now 4,370 miles and private people 484. The total earnings have increased 95 per cent, but the net profits are much less than ten years ago. Freight and passenger rates are much lower on State roads than on private roads, and the former have been reduced while the latter increased.

## SWITZERLAND.

Switzerland, a country not often in the public eye, and which goes quietly on its way undisturbed by rumors of war or other complications, is just now enjoying a "boom," but there is very little excitement about it. Some of the towns, especially on Lake Geneva, are growing at a great rate and throughout the country tourists report fresh evidences of prosperity. New chalets are springing up in the villages and the old ones are being renovated.

Complaints, however, are being heard that this prosperity is not altogether a blessing. The natives, formerly frugal and hard-working, now make so much during the tourist months that they are loath to labor the rest of the year. The abundance of money is due largely to the fact that there are now two tourist seasons. Many of the popular resorts and hotels are more crowded in winter than in summer. From Paris and other cities are run daily trains to the Alps, where the sun shines more brightly in mid-winter than in mid-summer. Formerly a rainy July or August meant a loss of \$10,000,000 out of the \$60,000,000 which visitors bring to Switzerland. This is now offset by the winter gains.

Meanwhile new mountain and through railways are being built in all directions. The Jungfrau Railway has had a setback. It was to have been opened in July, but difficulties have been encountered in regard to foundations, which make it seem probable that trains will not run to the Jungfrauoch station till next summer. Doubts are being expressed whether the summit will ever be reached. In its present shape, however, this railway offers so much of grandeur to see that it more than pays expenses.

## Current Comment

### No Remedy.

(Boston Transcript.)

It is a stupefying fact that men believe they have found a remedy for seasickness, but there are men who still believe in gins, witchers, fairies, remedies for baldness, bargain days, and that justice can be obtained by lawsuits. There is a class of pleasing delusions from which we, as a race, resolutely decline to part. And seasickness is an heritage from the ages. Jonah, Caesar, Pompey, Jason, Marco Polo, Frankie Drake, Lief, and John Paul we are bound to suppose, have all dignified their humiliations by yielding to its tyrannous quins. When anti-rolling tanks, chewing-gum, lemon juice, fasting, gorging, peppermint, soda, sleep, the compresses, fresh air, and black coffee have slain this ancient foe, some glory will have passed from earth. A negative glory. Where the glory comes in is leaving the steamer after a bad night of it.

### How the West Does It.

(Fort Saskatchewan Recorder.)

Just think awhile. Hasn't every little jerkwater place in the Province got a real live Board of Trade? Don't they attract industries by their energetic efforts? Don't they advertise largely the resources of their own particular districts, and attract innumerable settlers in consequence? Of course they do! It goes without saying!

### An Annual Prediction.

(Montreal Herald.)

The Rev. Henry Stone foretells that the Second Advent will occur this year. He will also foretell it next year.

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## CANAL BILL BLOW

TO NEW YORK TRADE

EXPERT DECLARES

(New York Herald.)

That the enactment of the Panama canal bill with provisions barring from the canal ships owned or controlled by railroads will cost the United States the establishment of a great passenger and freight fleet operating from New York to the Orient, was the statement made here tonight by R. P. Schwerin, vice-president of the Pacific Mail Steamship Company. This company is controlled by the Southern Pacific Railroad Company. Mr. Schwerin said: "The Pacific Mail Steamship Company has been engaged in traffic between San Francisco and the Orient since 1868 and is the only American line in the Pacific. After the opening of the canal undoubtedly all the foreign trans-Pacific lines will extend their service to New York to obtain the traffic originating in the greatest industrial centre of the United States. Every one of these foreign lines is subsidized by its government."

Would have Built Four Ships.

"This American steamship line which for years has competed without any government aid against these foreign subsidized lines was desirous of pursuing the same policy. In order to do this it would have been necessary to build four large steamships, costing \$3,000,000 each, and with the four large steamships now in operation perform a semi-monthly service from New York to Hong Kong via Japan ports and Manila."

"It costs more to build an American ship and in view of the fact that all the foreign competitors on this same service would be subsidized lines this American steamship company desired the privilege of taking freight from New York to San Francisco on the outward voyage and from San Francisco to New York on the homeward voyage if the ships were unable to make the entire completed voyage with full cargoes of Oriental freight."

"It must be apparent to everybody that these American ships adapted both for freight and passengers and built entirely for trans-oceanic trade, could not possibly operate upon a remunerative basis unless permitted to utilize their full potentialities of both freight and passengers in their long voyages of 5,500 miles."

"When there was an opportunity to create an American line to the Orient composed of ships of such a character that all Americans would be proud, this same congress said no, because a railroad owned some shares of stock in this American steamship company."

Destructive Legislation, He Says

"This may have been wise legislation, but there is a vast difference between constructive legislation with regulation and simple pure destructive legislation."

"This particular destructive legislation won't hurt or help anybody. The delivery wagons of our products to day are foreign. The legislation of the last 20 years has been to support and create more of these foreign delivery wagons. Any student who has given the subject any attention, knows that all this legislation affecting our mercantile marine has been absolutely destructive to American interests and absolutely constructive of foreign interests."

"Has Congress become so subservient to foreign interests that it will not legislate against them? If this be true it is unfortunate that the American Congress lacks the power or ability to enact progressive legislation."

"American people have lost an American fleet in trans-oceanic trade by the most recent legislation to promote the mercantile marine in the foreign trade. Are they to be congratulated or otherwise?"

## SHOOTING ON RANGE SATURDAY

3rd REGT. MATCH.

In the 3rd Regt. Artillery rifle match on Saturday afternoon at the range, there was a good attendance of marksmen. In the P. R. A. usual to the highest score respectively of classes. Sergt. Brown and Gr. McIntosh tied for the medal with a score of 90. Gr. McIntosh won the shoot-off. The results were:

Class A— 200 500 600 T1  
Gr. A. L. McIntosh, medal, 28 32 30-90  
Sergt. Brown, spoon, 31 29 29-90  
Class B—  
Sergt. Doe, 28 28 26-82  
Class C—  
Corp. Jennings, 23 18 26-67

CITY RIFLE CLUB.

The weekly match of the city rifle club was held on the range on Saturday afternoon with fine weather, but a rear shifted wind. The following were prize winners in Class A—  
D. Connolly, spoon, 100 500 600 T1  
G. W. Hazen, 51, 55 27 32 92  
There will be a competition by this club this afternoon commencing at 1.30 p. m.

## ENGLISHMAN WON TWENTY ROUND FIGHT

Los Angeles, Aug. 17.—Harry Thomas, the English featherweight, was given the decision over Frankie Conley, of Kansas, at the end of their twenty-round bout at Vernon today. It was a fierce bloody fight throughout.

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## TENNIS PLAYERS ARRIVING

Newport, R. I., Aug. 18.—Lawn tennis players to the number of 150, equipped with rackets, flannels and spiked shoes, streamed into the city today from all parts of the country for the 32nd championship in singles of the national association, which begins tomorrow on the casino courts. Among the number is the new champion, whose identity will not be disclosed until the eighth round has been played. William A. Larned, the present champion, not having entered on account of poor health.

The slushy tournament will be slightly interrupted on Tuesday while the national championship will be fought out on the grandstand court between the holders, Raymond D. Little and Gus P. Touchard, of New York.

and the challengers, Maurice E. McLaughlin and Thos. C. Bundy, of California. For 30 years the national association has pursued a policy of having the singles champion of the previous year remain on the side lines until the winner of the all-comers' tournament had pretty well exhausted himself in playing matches every day for almost a week to win his place. This year the national association voted that the champion of the previous year would have to play through the all-comers' tournament. The outcome was a source of some speculation in Newport clubs tonight. Maurice E. McLaughlin, of San Francisco, a member of the American team which challenged for the Davis cup in New Zealand last winter, ruled a strong favorite as a result of his recent victories at Longwood and New York. If he comes through successfully the national title will go west for the first time in the history of the game in this country.

MONTREAL, 4; CAPITALS, 2. Montreal, Aug. 17.—Montreal spoiled the chances of the Capitals of Ottawa to win the National Lacrosse between the holders, Raymond D. Little and Gus P. Touchard, of New York.

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