

# The Standard

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ST. JOHN, N. B., SATURDAY, SEPTEMBER 21, 1912.

## THE QUESTION OF HARBOR FACILITIES.

A forcible reminder that in the construction of wharves, breakwaters and harbor facilities generally, it is necessary to look to the future was given to the port of St. John yesterday by Sir Percy Girouard and Mr. J. P. Davidson, representing the great shipbuilding firm of Armstrong and Whitworth, who inspected the site for the developments in Courtenay Bay. The restricted area within which the wharves will be built, owing to the present location of the breakwater, struck these gentlemen as a weak feature in the plans. They were looking to the day when larger ships will make this port their ocean terminus.

Mr. Davidson is an expert connected with the Armstrong firm, which has constructed some of the largest ships afloat. The point he makes, that it would be impossible for ships the size of the Mauretania and Lusitania to maneuver comfortably inside the breakwater, calls for very careful consideration. Sir Percy Girouard, who is a member of the Armstrong firm, shares this view. The City Council should not allow the matter to rest there. The question of constructing the breakwater at a point further down the bay has not been reported upon favorably by the Government's engineers, but it is by no means certain that the objections are insuperable. The importance of taking this question up without further delay is self-evident.

The demand for increased harbor facilities is constantly being brought to the notice of harbor boards and civic corporations. As recently as last Wednesday the Hamburg-American line, through Mr. J. P. Meyer, vice-director, served notice on the Harbor Line Board of New York that if better wharf accommodation was not provided the line would be obliged to the need for extension of the harbor elsewhere. Mr. Meyer informed the Board at the meeting in New York that there was not a place in the harbor large enough to dock the Imperator, the new 900 foot liner, which is due there next April, and that plans were already under consideration for another liner greater even than the Imperator. Representatives of the Holland-America line and the North German Lloyd line also testified to the need for extension of the harbor elsewhere. Mr. Meyer informed the Board at the meeting in New York that there was not a place in the harbor large enough to dock the Imperator, the new 900 foot liner, which is due there next April, and that plans were already under consideration for another liner greater even than the Imperator.

The significance of these statements is not confined to conditions in New York. They are a clear indication that the steamships of the future will require greater facilities in the harbors on the Atlantic coast at which they call. Canada is looking to great developments in her trans-Atlantic trade. Cruisers, liners, a new class of ship, for example, to be used as fast passenger and mail boats, and as auxiliaries to the protection of the trade routes, are already being considered by the Canadian Pacific Railway. These vessels, as designed, have a length of 728 feet and a thirty foot draught. The increase will not stop there. The ports of St. John, Halifax, Quebec and Montreal will be called upon to face this contingency before they are many years older.

## FACING BOTH WAYS.

An instructive example of the fact that Sir Wilfrid Laurier is still showing wonderful proficiency in facing both ways and that the naval bill of fare for Quebec is not intended for consumption in Ontario is given by the London Free Press by comparison of a statement by Hon. William Lyon Mackenzie King with a speech delivered by Sir Wilfrid Laurier in Quebec on the same date.

Mr. King, in an interview, has been declaring that reaction has followed Mr. Borden's visit to England because the Canadian Premier did not furnish "deeds" instead of "words." "Already," he says, "there is a marked feeling of disappointment in England that deeds have not more quickly emphasized Conservative oratory in Canada."

That is to say, the British public feel keenly that Mr. Borden did not leave behind him a Dreadnought or two by way of a preliminary token of the good purposes of Canada. And yet Mr. King, his newspaper supporters and political friends are telling the country that there is no hurry in going to the aid of Great Britain; that there is no menace, that Sir Wilfrid Laurier's policy was good enough for Canada.

Sir Wilfrid himself was speaking in Quebec on the day of Mr. King's interview to an audience of compatriots and in the course of his speech is reported in his party press as having said:

Those friends who voted against us for fear of the marine will regret it, for they are going to find that they were jumping from the frying pan into the fire.

In other words, those who voted against Laurier because he inaugurated a tin-pot navy plan will find that Sir Wilfrid's opponents are going to build a real navy. Sir Wilfrid gave them only the frying pan. Mr. Borden is going to give them the fire.

So we have on the same day Mr. King giving out an interview that the British public are experiencing "a marked feeling of disappointment" because the Canadian Government has not more rapidly proceeded with the provision of advanced naval plans for assistance to the Motherland, while Sir Wilfrid Laurier is telling his French-Canadian hearers that Mr. Borden is going farther in the province of naval assistance than he had gone or intended to go.

The explanation is that the King interview is intended for consumption in Ontario and the Laurier speech is made in Quebec. Sir Wilfrid is deploying his forces to the stirring up of antagonism to the Borden Government wherever he may and upon whatever pretext. He makes loud pretence of certain high-minded ideals and he continues the greatest opportunist that Canadian politics has known. Happy, it is not easy these days for party leaders to face both ways. What Sir Wilfrid is saying in Quebec to influence his fellow countrymen against the Government will react upon him elsewhere.

## MORE CARS AND MORE MONEY.

Reports from the West indicate that the outlook for handling the grain expeditiously is much brighter than at this time last year. The Government are making and encouraging every effort toward facilitating the moving of what promises to be a bumper crop in Western Canada. Hitherto systematic preparations have been given little attention, the grain growers of the West being left practically to take care of themselves. Under the more

businesslike order of things now prevailing to administrative circles no means for the prompt transportation of the grain is being left untried. The result will mean a great benefit to the West.

There were two things necessary. To guard, as far as possible, against a railway car shortage, and to give sufficient elasticity to the currency during the crop moving period to ensure enough ready money for all the needs of the harvest. The Government have made much progress in the arrangements for enlarging the terminal elevator facilities at the head of the lakes. The railways, at the instance of the Ministry, have made greater preparations than in the past to cope with the Western crop situation. They will enter upon the gigantic task of moving the wheat with five hundred additional locomotives and no fewer than twenty thousand more cars. Roadbeds have been improved, terminals enlarged and other increased facilities provided. Whatever the railways can do toward the provision of adequate facilities they have been urged to do, and, apparently have been doing.

Part of this policy, as already stated, has been the extension of the period during which the various chartered banks are permitted to increase their circulation for crop-moving purposes. Under the arrangements which the Government have made there will be available what is practically "extra" currency amounting to thirty-one millions of dollars. The emergency period was extended a month each way, to begin on Sept. 1st instead of Oct. 1st, and to end on the last day of February instead of the last of January.

Mr. White, the Minister of Finance, in dealing with this problem, provided for an issue of five dollar Dominion notes to replace the notes of large denominations held by the banks as "legals" and not being available for purposes of public circulation. The possible circulation a year ago was \$154,000,000, but the actual circulation was much less, amounting to \$138,000,000. This year the possible circulation has been increased to \$185,000,000, and the actual circulation can reach \$170,000,000 without difficulty.

These measures, adopted in time to allow their full benefit to be realized this autumn will mean that the problem of crop-moving will be a much less difficult one to solve than under the conditions which prevailed heretofore. Business measures have been invoked for coping with a business situation.

## DISASTROUS HARVEST SEASON IN ENGLAND.

Concurrently with reports of a bounteous harvest in Canada and the United States this year comes the information of a threatened shortage of crops in England. Much of the grain has been destroyed by water during the recent floods in many parts of the country. It is anticipated that the shortage will greatly stimulate the export trade in wheat from this side of the Atlantic. It is safe to assume that the port of St. John will handle an unusually large consignment of grain for the Old Country this winter.

Referring to the threatened shortage in the crops, the London Economist gives a description of the enormous damage done up to the end of August by the constant heavy rains, which showed that it is many years since English farmers tested themselves in a position so serious as in the present season. The conditions are in many parts even worse than they were at the end of August, 1879, the most disastrous year in recent times. For six weeks to the end of August there was almost continuous rain, and many parts of the country reported floods and ruined crops. Large areas of the country were under water, rivers overflowed their banks and carried away fields of growing crops, for instance, while many farmers lost the bulk of their hay and their grain.

The heaviest rainfall occurred in Yorkshire, Lincolnshire, Norfolk, Nottinghamshire, Cambridgeshire, Huntingdonshire, Bedfordshire, Buckinghamshire, Hertfordshire, Berkshire, Oxfordshire, Surrey and Kent and in those counties the greatest damage was done. In the fertile corn-growing districts of the fens of the bridge, Hunts and Lincoln nearly all the wheat was cut for a fortnight and more, but practically none was carried. Some of it was standing in water, while in other cases it had begun to sprout as it stood in the shocks. About half the harvest in Sussex was completed, but the grain was in a bad condition, and would have to remain in stack for a long time before it was fit to thresh.

"Half a century ago," says the Economist, "weather like the present would have sent up the price of wheat at least a pound a quarter, but fortunately for our people, the crop news from abroad is satisfactory, and in spite of the failure at home the world's wheat harvest is now confidently expected to be considerably larger than last year. Bumper crops are anticipated in Canada and the United States, and a moderately good output should come from Russia."

## Current Comment

### The Greatest Women.

(Kansas Journal.)

Who was or is the greatest woman in all history? Two hundred teachers answered the question, and with enthusiasm and unanimity, the judges awarded the prize to the one who made this reply: "The wife of the farmer of moderate means who does her own cooking, washing, ironing, sewing, brings up a family of boys and girls to be useful members of society and finds time for intellectual improvements."

### The Record High-Jump.

(Toronto Mail and Empire.)

Canada has long been famous among horsemen for the jumpers bred in this country. For a great many years the champion high jumpers have been Canadian horses, and the record of 5 ft. 4 in. made in Ottawa by Hon. Mr. Stinson's Confidence is likely to stand until broken by another Canadian performer.

### Sounds Better.

(Hamilton Herald.)

At Surgeon Falls Sir Wilfrid didn't talk reciprocity, but "wider markets." After Taft's and Roosevelt's recent utterances on the subject of reciprocity, somehow the phrase "wider markets" is safer and more euphonious on this side of the border.

### Firing at Long Range.

(Vancouver Province.)

Toronto has applied to the Government for a probe into the meat question. Visitors to the big fair claim that a probe would not make any impression on the steaks served at King street cafes.

### A Possible Alternative.

(Toronto Star.)

A Philadelphia judge asks: "Where do you think a fellow ought to kiss his girl?" Well, the good old-fashioned place is the mouth, but some original lovers seek out a dimple.

### Inconsistent.

(Winnipeg Tribune.)

It frequently happens that a man who clamors for people to patronize home industry marries a girl from another town.

### The Latest Folly.

(Washington Post.)

The fool who used to rock the boat is now smoking the more cigarettes in a gasoline launch.

## Confidently Guaranteed

YOU'LL LIKE THE FLAVOR.

Or you get your money back.

85c., 40c., 50c. per lb.

KING COLE TEA

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## ENGLISH, IRISH AND SCOTCH PERFORMERS

A Party of Clever Entertainers to Open at the Opera House on Monday.

If variety counts for anything, the programme of vaudeville offered at the Opera House beginning on Monday, is certain to prove popular. Miss Dorothy Parker is the English representative, having played in many of the prominent theatres of London. Miss Parker is a dainty musical comedy girl and actress on the stage. Her singing and dancing will be an outstanding feature of the bill. Mr. Barker Nichols is a humorist of rare talent, late of the Variety theatre in Dublin. In addition to his comedy roles, Mr. Barker is also master of a novelty musical act of a different type than ordinary. The third member of the party is Miss Annie McKillop, a bonnie Scotch lassie, in native songs and specialties.

Miss McKillop, who possesses a splendid soprano voice, is winner of the gold medal in Glasgow Conservatory. There will be five specialties on this portion of the bill. In the motion picture department the management has secured an artistic attraction in the famous French fairy story "Hop O' My Thumb." This series of pictures is in two reels and is handsomely colored throughout. The scenes present a gorgeous spectacle as the production is an expensive one and has been made on an elaborate scale. The steady picture patron will be pleased to see a Mary Pickford type in the society story of a domesticity inclined millionaire under the title "The Trouble Maker."

The performance is one hour and a half long and is easily the biggest show in town for next week. The admission is 10 cents with a 5 cent price for the gallery. The shows start each day at 3 p. m., 7:15 p. m., and 9:45 p. m.

## IMPROVEMENT IN NOVA SCOTIA FRUIT

To the Editor of The Standard:

Sir,—It gives me pleasure to state that there is a marked improvement in the pack of Nova Scotia apples now being placed on the St. John market. This is largely due to the efforts of "The United Fruit Company Limited," of Nova Scotia, which this year have 25 co-operative companies packing in 20 warehouses putting up a uniform pack. Their head office is at Berwick, N. S. Those examined here were from companies packing houses of Berwick and Waterville.

The barrels opened up in fine condition and were graded strictly in accordance with the requirements of the Fruit Marks Act. If the present standard of quality is maintained, the market will be supplied with fine fruit and satisfaction. I was glad to be informed by Mr. Manning K. Ellis, who is representing the United Fruit Companies, and who was in the city yesterday, that it is the intention to maintain the standard of pack at all costs.

The companies expect to pack and handle about one half of this year's production, which he estimates at \$80,000 barrels. This will practically place 400,000 barrels on this market, the pack of which will be guaranteed. The bulk of this year's crop is about 50 per cent. of last year's production, which was 1,700,000 barrels for export. Just now the shipments here are very largely Gravastella.

S. L. PETERS,  
Dominion Fruit Inspector.

## HOTEL ARRIVALS.

Royal.  
W. C. H. Grimmer and wife, St. Stephens; Geo. N. Otty, Hampton; A. C. Lambier, V. J. Inglis, Montreal; Oswald S. Crockett, Fredericton; John S. Ackhurst, Halifax; B. J. Klepper, Guelph; Walter J. Johnson, New York; H. J. Lomas, John Cummins, Montreal; H. Dunbar, Woodstock; Bruce M. McLeod, Edmonton; A. Webber, Stewart; Liddell, New York; Geo. B. Winters, MD, Pittsburgh; Robt. H. Wallis and wife, Pittsburgh; A. Rice, W. H. Boone, S. E. Dewey, Boston; Ralph Raphael, Toronto; J. L. James, J. R. Nichols, Halifax; H. M. Debit, Woodstock; J. M. McLeod, Harland; A. O. Brooks, Gloucester; A. C. Fisher and wife, Brookline; Mrs. I. L. Freyer, Newark; C. A. Thompson, J. W. Graham and wife, R. W. Webb and wife, St. Stephens; Frank P. Jennings, Ottawa; T. C. C. Ketchum, Woodstock; J. P. Livingstone, Montreal; J. P. Ravenaugh, C. Church, II, Boston; Mr. and Mrs. C. L. Grace, Montreal; W. R. Fincon, Bangor; W. A. Flowers, Halifax; R. McElhinny, London; J. C. Y. Chase, Boston; Mr. and Mrs. C. K. Dawson, Hillsboro; D. H. MacDonald, E. A. Bachelder, Boston; Thos. V. H. Barber, Toronto; A. G. Milne, O. D. Cornell, Hartford; B. G. Clark, Bear River.

C. C. Osgood, Boston; W. S. Tompkins, Fredericton; Mr. and Mrs. Stewart Liddell, New York City; Jas. D. McKenna, Sussex; Jos.