

The Standard

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ST. JOHN, N. B., TUESDAY, MAY 7, 1912.

THE EMPIRE'S TRADE.

Figures issued by the British Board of Trade give an enlightening comparison between the volume of British exports to the Overseas Dominions and that to the chief continental countries and the United States. With the greater population of France, Germany and the United States, it might naturally be assumed that trade with them would be immeasurably greater than with Canada and Australia, but the reverse is the case with the preponderance of exports to Germany, and in that instance the preponderance applies only to a certain class of exports.

The British Board of Trade figures show that the total of exports to Germany is larger than to any other of the countries named, amounting to no less than \$198,500,000. The exports to Australia rank second, amounting to \$154,495,000, considerably surpassing those to the United States, which total \$137,600,000 while the exports to Canada are valued at \$98,555,000, or more than to Holland or Belgium or to any country save Germany, France, and the United States. Turning to the still more significant figures of exports of goods wholly or mainly manufactured in the fact appears that Australia is Great Britain's best customer, with a total of \$139,000,000, against \$136,900,000 for Germany \$157,000,000 for the United States and \$77,000,000 for France. In this list Canada exceeds France with \$82,600,000, while New Zealand considerably surpasses Belgium and nearly equals the record of Holland, both countries steady and profitable customers of the British manufacturers.

That is to say, as a general purchaser, Australia is more valuable to the British nation than any other country except Germany, while as a patron of British manufacturers, which are the most important part of the British trade, Australia is the most valuable of all. Canada is surpassed by only two foreign countries and New Zealand ranks among highly important customers.

The bearing of these figures upon the demand for Imperial Preference for an Imperial Customs Union for protection against the outside world is obvious. With the rapid development of the Overseas Dominions it will not be many years before the best market for British manufacturers will be within the Empire. Naturally, the change in conditions will give an impetus to the demand for a closer trade arrangement of mutual advantage to the Motherland and the self-governing colonies.

THE DRAINAGE CANAL CASE.

The strength of the Canadian case against the proposed diversion of 10,000 cubic feet of water from Lake Michigan to enlarge the Chicago Drainage Canal flow is revealed in the papers relating to the protest that have been published by direction of Hon. J. D. Hazen, Minister of Marine and Fisheries. The argument and brief presented by Mr. Daniel Mullin, K.C., of this city, chief counsel for the Dominion, and the evidence by the hydrographers and marine shipping interests, in the hearing before Hon. H. L. Stinson, Secretary of War for the United States, which was thoroughly established, as the Toronto Mail and Empire points out in a comprehensive review of the case, that the lowering of the Great Lake levels consequent upon the diversion of such a large volume of water—one-twentieth of the flow of the Great Lakes—would inflict great damage on Canadian navigation. Harbors and channels would be shallowed four to ten inches. To dredge them to replace the depths would cost \$10,000,000. The Welland and St. Lawrence canals, now so shallow that many freighters are short-loaded to navigate them, would be lessened in depth several inches, the expenditure to restore the former depth being estimated at \$2,500,000. Montreal harbor would be lowered ten inches, and the St. Lawrence channel to the sea, now limiting the size of the ocean-going vessels, would have to be deepened. Compensatory dredging on the Canadian side of the Great Lake system alone would cost nearly \$10,000,000. The Canadian freighter fleets, which are frequently short-loaded because of too shallow canals and channels, would lose \$200,000 annually in freightage, or the difference would be levied on the shippers of the cargoes carried. In fact, the loss over a season would equal the value of one trip for the whole fleet, with its capacity of 8,000,000 bushels.

The corroborative evidence by the American navigation interests has made the testimony on the score of damage to shipping interests quite conclusive. The real point of argument, especially as to the Canadian interest in the matter, is in the interpretation of certain clauses of the International Boundary Water Treaty of 1909. As Lake Michigan is admittedly not a boundary water Canadian objections to diversion find a basis in the fact that Canada has, by treaty, unrestricted right in perpetuity to navigate that lake, just as Americans have the right to navigate the St. Lawrence, even where it is entirely within Canadian territory, and that therefore it has a treaty interest in the proposal.

Furthermore, the Waterways Treaty gives to both Canada and the United States the right to object to any diversion of tributary waters on the other side that might materially injure navigation at home. As the treaty gives precedence to the use of water for "ordinary" sanitation and domestic purposes over navigation, Chicago's claims to the extra diversion are met on the ground that it is "extraordinary." Whether the Chicago application should come under the jurisdiction of the International Commission is not clear, though in case the permit asked for is granted, the Canadian Government will undoubtedly raise that question.

The action of Premier Borden, when the application was announced, in arranging, through Ambassador Bryce, for the presentation of the Canadian case, has given a set-back to the Chicago district's plans little expected. The complaisance of the former Canadian Waterways Commissioners in regard to the matter when it came up before has somewhat embarrassed the present case. It does not seem unlikely that if the War Secretary should be prevailed upon to issue the permit, the services of the commission as recommissioned will be brought into the case.

THE REPUBLICAN NOMINATION.

Interest in the struggle between Mr. Taft and Mr. Roosevelt for the Republican nomination at the primaries continues at fever heat across the border. From Minnesota the contest was transferred yesterday to Maryland, and from Maryland interest will become centered in California where the direct primaries are to be held on May 14. The Ohio primaries will take place on May 21 and are expected to be fiercely contested. Mr. Taft is naturally determined to carry his own state, while the

Colonel, who has come to be known by his opponents as "the third term candidate," is equally determined to "beard the lion in his den." Should Mr. Taft be defeated in his own state, there is the possibility of a general stampede for Mr. Roosevelt. The President has on board his ship many delegates, especially from the South, who will desert him at the first intimation of coming disaster. After Ohio will come the New Jersey primaries on May 29.

The standing of the Republican delegates up to the end of last week was as follows:

Taft	444
Roosevelt	238
LaFollette	36
Cummings	10
Unclassified (including eight delegates at large from Massachusetts)	12
Elected to date	746
Total number of delegates in the Republican National Convention	1,078
Needed to nominate (a majority)	540
Needed to give Taft a majority	56
Needed to give Roosevelt a majority	302
Yet to be elected	338

The States to elect delegates are: Alabama, 2; Arizona, 6; Arkansas, 18; California, 20; Idaho, 8; Kansas, 16; Maryland, 16; Michigan, 4; Minnesota, 24; Missouri, 4; Montana, 8; Nevada, 6; New Jersey, 28; North Carolina, 22; Ohio, 48; Oklahoma, 2; South Dakota, 10; Tennessee, 8; Texas, 40; Utah, 8; West Virginia, 16; Wyoming, 6; Washington, 14; total 338.

Present indications confirm the calculations sent out from the Taft headquarters that the President is sure of an easy victory. With the result of the primaries in Maryland yesterday still unknown, Mr. Roosevelt needs 302 more delegates to control the Republican National Convention. Mr. Taft only lacks 96 to give him a majority. His campaign managers claim that Arkansas and Nevada are ready to contribute 24 votes, which leaves but 72 more votes necessary to secure him the party nomination.

The question naturally arises as to what Mr. Roosevelt's attitude will be if the President defeats him. Republicans are hopeful that the Colonel will bury the hatchet and, following the example set by General Grant, will enter the field and give the party and its ticket his cordial support. The only radical difference between the Republicans on principle is the question of the recall of judges. This is believed to be not now a subject of acutely acute to make a cleavage in the party after the ticket is nominated and the platform formulated. Very much, however, depends on what the meteoric "third term candidate," if defeated, decides to do.

THE HUDSON BAY ROUTE.

The construction of a railway to Hudson Bay is a project very dear to the heart of the West. The main argument in favor of the route is, of course, the advantage to the grain grower of the shorter land haul in the consequent reduction in rates. No one will deny the right of the West to every facility for the shipment of grain, but there is no denying the fact that many competent judges have expressed doubts as to whether a service of steamships by this northern route is practicable on account of the ice and the shortness of the open season.

The recent Titanic disaster has led the Engineering News to sound a warning to the Canadian people in regard to this proposed grain route via Hudson Bay. As presumably an impartial judge, its conclusions are worthy of consideration. The Engineering News quotes from a recent official report to prove that the quantities of ice both within the Bay and in the Atlantic will make the proposed Trans-Atlantic use of about 150 steamers extremely hazardous. For the brief season of three months they will have to travel back and forth during the greatest fog and ice periods known in these Arctic waters. Inevitably, it says, the ocean will claim "an annual heavy toll, not in vessels alone and in valuable cargo, but in the lives of men." It is, moreover, certain that the cost of extra marine insurance and the necessity of storing for a year a large part of a season's crop would quite overbalance the estimated saving of five cents a bushel on the Hudson Bay route.

The official report shows that the ice-breaking steamer Stanley, which investigated the proposed route, encountered a field of 200 miles of ice on July 22 in the Bay; could only make slow headway on July 30, and on August 9, at the entrance to Hudson Bay, was stopped by the ice. Once outside of the Bay, a steamer's course to Liverpool would take her directly across the stream of icebergs coming down from the coast of Greenland. For several hundred miles the danger of ice would be great, particularly as there is much fog.

In view of the heavy outlay involved in the construction of a railway 400 miles long to transport the grain to Hudson Bay, these statements in the Engineering News should receive very careful consideration. The West with all its eagerness for another outlet will gain little satisfaction from a railway to the Bay if the water route is impracticable.

Current Comment

(Aymer Express.)

Swat the fly now, every one you see. Chase her around a block if necessary, but swat her. There is nothing unmanly about killing a lady fly. If you are in doubt as to whether it's a lady or gentleman fly, swat it anyway and take chances. Don't be a coward and pick on the ladies only. Everyone you kill now means millions less during the summer. That's what scientists tell us, but we do not know how they found out. At any rate, swat the fly whenever you see it.

(Le Temps Ont.)

The sooner the emissaries of discontent learn the flag of Britain represents the highest standard of civilization, the better for them and for Canada. They have only to read and learn wherever that flag has been raised it will be for freedom, and wherever it will be lowered it will be for honor, but of all things, let them indubitably stamp on their minds and memories that wherever that flag is unfurled it is there for ever and for ever.

(Hamilton Spectator.)

Disestablishment in Wales will probably be rejected by the House of Lords. Before the expiration of the present Parliament, it is likely to be passed again by the House of Commons, along with Irish Home Rule, over the veto of the Lords. It is by driving this double team that Asquith expects to hold the Home Rulers and the Radicals however mutually repugnant, safely in his train.

(Bangor News.)

"The lumber may be disappearing, but in New England and the adjacent Canadian provinces there are still 60,000 men and 22,000 horses engaged in lumbering," says the Milwaukee News. Yep—that's why it is disappearing.

(New York Sun.)

In the United States I feel that you waste too much time on your elections.—Sir Robert W. Perks, M.P. A good many Americans will not resent this criticism of the English visitor.

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A Last Resource.

Lespeas, the French Journalist, known as "Timothée Trimm," was once disagreeably intruded on by a creditor, who announced his intention of not departing until he was paid. The creditor planted himself on a chair and Lespeas beheld him, with consternation, draw bread and cheese from his pockets, as though to fortify himself against events. Several hours glided by; Lespeas had resumed his writing and finished an article. The creditor showed no signs of moving. Suddenly Lespeas rose, and with the aid of newspaper he carefully blocking all the apertures through which air could come into the room. He then made preparations for lighting a charcoal fire; but before applying the match, painted on the wall just opposite the creditor's eyes, a paper thus ironically worded: "Take notice that we did of our own will." "What are you doing?" exclaimed the creditor, "Your society would render life intolerable, so we are going to comfort ourselves by murdering a Timothée, tranquilly, it is needless to say that the creditor decamped."

THE NEWS IN SHORT METER

LOCAL.

Millman Return to Work.

A number of employees of the Stetson and Cutler mills who went on strike on Saturday for higher wages, have resumed work. They have been promised that their case will be brought before the owners not later than today.

The New Simms Factory.

A large number of men are at work excavating for the new Simms brush factory in Fairville preparatory to the construction of the concrete foundation. Other workmen are getting the timber in readiness to proceed with the work as rapidly as possible.

Will Clean Harbor Bottom.

J. A. Gregory, owner of the Orange Peel Dredging Plant, has taken the contract to clean up the bottom of the harbor at Long Wharf. This has been filled in somewhat with sediment from the C.P.R. bridge in Mill street. Preparatory soundings have been taken during the past few days.

The King's Accession.

A salute was fired yesterday from Dorchester battery in honor of the anniversary of the accession to the throne of King George V. on May 6, 1910. At noon a number of patriotic Germans were played on the chimneys of Trinity church.

A Canoeing Accident.

Two young men nearly lost their lives on the Kennebecasis on Sunday while canoeing. After proceeding up the river a few miles they went ashore, but when they returned to their canoe they found that the water had become quite rough. They succeeded in launching the canoe but a short time after the canoe filled and they had to swim ashore. They again took to their craft and were again unsuccessful in an endeavor to cross the river. A motor boat which was passing picked them up eventually and brought the young men to the city.

Police Court.

In the police court yesterday morning seventeen prisoners appeared for trial. William Anderson appeared to answer a charge of driving his automobile on Mill street Thursday last at a rate exceeding the speed limit. After hearing the testimony of the policeman who made the report, as well as of Mr. Anderson, the case was adjourned till the afternoon. A fine of \$100 was struck against Louis Fader, a Hebrew, for selling liquor on Sunday morning. Fader who keeps a restaurant on Pond street, pleaded not guilty.

Will Be Honored by Kings.

Horace P. Babson of St. Martins, Hugh A. Carr, B.A., Campbellton, Wm. M. Ryan and Kenneth Wilson, St. John, have graduated from King's College Law School and will leave tomorrow for Windsor, N. S., to receive the degree of B.C.L. at the King's College closing.

Public Health.

The report of the Public Health Officer, Dr. G. G. Melvin, for the month of April, shows that the death rate for the month was the highest for the year, but is considerably lower than for the same month last year. Eighteen cases of contagious diseases were reported for the month.

GENERAL.

Bishop Stubbs Dead.
London, May 6.—Rev. Charles William Stubbs, Bishop of Truro, born in 1842, and one of the most prolific of church writers, is dead. He was born at Liverpool and educated at Cambridge.

An Important Appointment.

London, May 6.—London morning papers are impressed by the reports that Baron Marshall Heiberstein, the German Ambassador at Constantinople, is likely to be appointed ambassador at London. They believe such an appointment would be of great significance in cementing the relations between Germany and Great Britain.


Most Anything

"There is a great deal more refinement in athletics than there used to be." "Yes," replied the sporting man; "but every now and then some pugilist breaks loose and talks about 'singling over the ropes' like a political candidate."—Washington Star.

Native—"The Republicans have nominated old Hank Rooney this year." Visitor—"Whom have the Democrats put up?" Native—"Nobody." Visitor—"Oh, no; but it wouldn't be any credit to a man to beat old Hank Rooney."

DREAMSTICKS

IT HAD BEEN A VERY ROUGH NIGHT FOR JACK AND WHEN HE REACHED THE OFFICE, LATE, HIS HEAD WAS STILL GOING "ROUND, IN REPLY TO THE BOSS' ASKING IF HE WAS SICK, HE SAID: "HOW MUCH DOES THE MILKY WAY?" BRING HIM THE ARCTIC OCEAN!



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