

The St. John Standard

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ST. JOHN, N. B. SATURDAY, JANUARY 17, 1914.

A CALL TO ACTION.

It must be taken for granted that every member of the St. John Board of Trade is vitally interested in all matters affecting this port. The record of that body has proven this to be the fact. Consequently we may expect that vigorous and speedy measures will be taken to refute the slanderous statements regarding the Bay of Fundy circulated by the Montreal Daily Telegraph, on the authority of Captain R. D. Clift, who is described as "a leading assessor on the St. Lawrence River Wreck Commission of Inquiry."

The Globe, last evening, published in a despatch from Montreal an interview that a Montreal Telegraph reporter had with Captain Clift, in which that gentleman "spoke indignantly, regarding the risks incurred by ocean liners in entering the Bay of Fundy for St. John, N. B." Captain Clift is quoted as saying: "The sea passage past Cape Sable to Briar Island and Grand Manan Island is the very worst which can be experienced in stormy wintry weather. The entrance to the bay is, with its contrary racing currents and its heavy tide in thick fog and driving snow, a positive danger and trial to the bravest and most experienced shipmaster. To send a liner under such hopeless conditions as the Cobeguid experience is simply murder if the crew and passengers have to be lost. No seamanship avails if once the bearings by the lights are momentarily lost. The force of the drift by the currents is too powerful. It is purely political pull which compels the C. N. R. Royal Mail liners to call there. The St. John authorities are clamorous that ships should not neglect their port. A very short time ago an appeal was made to Sir Thomas Shaughnessy and he refused point blank, saying, 'I won't risk our liners.' Halifax is the safe port and the trip round to St. John should be forbidden. The liners take no cargo there at all."

If the matter were not so serious because of the wide circulation the statement will get before it can be contradicted, Captain Clift's observations might well be treated as those of a man in a dream. In fact master-mariners, who have sailed the Bay for many years, have said last evening for an opinion, spoke of him in much stronger and more direct terms. But even though the people of St. John, and the mariners who have sailed the Bay, know that not one of his statements is true, there are thousands of people in other parts of Canada and United States who are not acquainted with conditions here and who may be inclined to believe that because the captain is a "leading assessor on the St. Lawrence River Wreck Commission of Inquiry" it naturally follows he tells the truth. The fact alone is excellent reason why the Board of Trade must act at once.

Captain Clift, in his position as an assessor, must know that because of the accidents in the St. Lawrence river the marine insurance underwriters in England, in fixing their schedule for the Canadian trade, increased the rates. It was not due to the danger of the Bay of Fundy but rather to the St. Lawrence. Experienced shipmasters and pilots quoted elsewhere contradict him in his strictures upon this route and those who have had experience in the St. Lawrence river express their preference for the Bay, compared with the gateway for which the Montreal Telegraph authority is a "wreck commissioner."

The statement that Sir Thomas Shaughnessy said that he would not risk the empires of the St. John trip, but would make Halifax the terminal because of the dangers of the Bay of Fundy, is no less untrue. It was a delegation of St. John citizens that interviewed Sir Thomas on the matter of the Empresses, and they did not bring back from Montreal any such story. On the contrary, Sir Thomas Shaughnessy, in an interview sent out by the free press service of the Canadian Pacific Railway, was authority for the statement that the ships would not come to St. John this winter because of the lack of accommodation for them.

The facts being as they are, three questions naturally arise: 1st, Why should a man, presumably a reputable citizen of some authority in marine matters make such a statement if he knew it to be false?

2nd, If he did not know it to be false, is he qualified by knowledge to hold the position of a nautical assessor?

3rd, What is St. John going to do about it?

The first two questions are apparently subjects for an inquiry and explanation. The civic government and Board of Trade must supply the answer to the last one.

The people of St. John have spent their own good money to develop facilities at this port, and a large part of the burden of civic taxation we are "taxed upon" to bear goes to maintain liabilities incurred for what?

To permit Captain R. D. Clift to rush into print with the statement that "Halifax is the safe port and the trip round to St. John should be forbidden?" To permit two Halifax newspapers to daily dish up to their readers statements regarding St. John and the Bay of Fundy every bit as false as those made by our latest enemy?

As stated at the outset of this article the Board of Trade has shown that it is vitally interested in all matters affecting St. John. The members of the Board acted with commendable energy when the C. P. R. decided to remove the Empresses and the outcry they raised was such that we are told by the Halifax Echo that "through political influence St. John has won back Halifax" and by Captain Clift that "purely political pull compels the C. N. R. Royal Mail liners to call there." It is a time for another outcry that should result first in an immediate refutation of Captain Clift's statements backed up by the proof and circulated as widely as possible; secondly an explanation why an official, presumably a government employee, should make such a statement. Hon. J. D. Hazen has been untiring in his efforts to improve the aids to navigation in the Bay of Fundy, and to develop this port. Is the effect of his labor to be offset by any official, even if that official should be "Captain R. D. Clift, a leading assessor on the St. Lawrence River Wreck Commission of Inquiry?"

The business men of St. John, a few months ago, subscribed liberally to assist in the reorganization of the Board of Trade. They were actuated by the belief that with ample funds and an enlarged membership the board would be in even a better position to protect the interests of St. John. The Standard believes that the business men who gave of their money to the Board of Trade did not do so to promote a policy of silence or inaction when St. John's interests are threatened. This is a fight for St. John. The call is for action. They will be wise men who heed it.

A BAD PAIR.

According to advices from The Standard's Ottawa correspondent, which we are inclined to accept as reliable, Canada, at this moment, is menaced by a peril from which only the watchfulness and devotion of the immigration authorities can save us. Two undesirable, whose advent, it is reported, has struck terror to the hearts of the most stalwart representatives of the race they affect are on their way here. In fact, the male of the species has already taken up lodgment and speedily may be followed by his more deadly mate.

"Hog Cholera Harry" is here; "Typhoid Mary" is coming. The Department of Agriculture has discovered that germs answering to these euphonious titles are preparing to ravage the pig communities of this fair country. As the potatoes of Ireland fell before powdery scab so may the porcine denizens of Canadian farms succumb to the terrible effects of "Hog Cholera Harry" or "Typhoid Mary."

It has been said that when Napoleon was at the zenith of his career peasant mothers in the countries he ground beneath his iron heel frightened their children to sleep with warnings of the Corsican conqueror. Never must it be said that the day can come in Canada when mother porkers in pens from the Atlantic to the Pacific will equal their sucklings to frightened slumber with the dread presence of "Hog Cholera Harry" or "Typhoid Mary." The invaders must be repelled at all costs. To arms, to arms, the enemy is at our gates.

The Times quotes cabled information to the effect that Hon. George E. Foster, Minister of Trade and Commerce, now in England, is returning to take his place in parliament, and sagely concludes that his presence "will add spice to the debates, and may not add much to the peace of mind of some of his colleagues." Now it is just an open question whether Mr. Pugsley and Mr. Carvell, to say nothing of our old friend Henry R. Emerson will particularly welcome Mr. Foster's return to parliament. The Minister of Trade and Commerce has a neat little way of dealing with the records of the Grit stalwarts that have been known to prove rather disconcerting. And what splendid targets any of the three members named will make for his shafts. Already the Times appears to be apprehensive.

Takes Cobeguid's Place. The steamer Breridene arrived in port last night from Halifax and will take on board the cargo for the West Indies that was to have been shipped on the steamer Cobeguid. W. S. Higgins, the theatrical manager, was in the city yesterday and said that his company was to have gone to the islands on the Cobeguid but owing to that steamer being wrecked the company will now sail from New York. Mr. Higgins left for New York on last evening's express.

Diary of Events

HISTORIC DAYS IN CANADA

The Great Western Railway of Canada, one of the most important of the pioneer transportation lines of Upper Canada, was opened to traffic sixty years ago today. The Great Western connected the south bank of the Niagara river, a railway suspension bridge being constructed below the falls, with the western frontier of the province. Windsor was the western terminus of the system, and later a branch was built to Sarnia, the diverging point being at London. The Great Western had about a thousand miles of lines, and, next to the Grand Trunk, was the most important of early Canadian roads. Canada's railway development began in 1851, when the country had but a few scattered lines, and the West, the Grand Trunk, the Buffalo and Lake Huron, the Champlain & St. Lawrence, the Montreal & New York, and many lesser lines, were all built during the following decade.

January 17 is the birthday of Arthur Hemling (Henry Howard), famous as an illustrator, at Paris. On the 17th of several years he taught the Hamilton Art School, and he was an illustrator on Canadian publications until 1899, when he began his career as a contributor of stories and illustrations to the leading periodicals of England, the United States, France, Germany and Canada.

THE HUMAN PROCESSION

"MOST TALKED-OF MAN IN ENGLAND," FIFTY-ONE TODAY

The Rt. Hon. David Lloyd-George, Chancellor of the British Exchequer, has been called "the most talked-of man in England," and that expresses it but mildly. The Welshman who has set Great Britain by the ears, and who is variously described as an anarchistic agitator and the greatest living constructive statesman, was born fifty-one years ago today. Welsh to the core of him, and with all the frankness, directness and bull dog tenacity that that people, Lloyd-George had what he considers the limits of Wales. It was in busy, bustling Manchester that he first saw the light of day on Jan. 17, 1862. His father, William George, was the master of the Unitarian school in Liverpool, but his career as a pedagogue was not crowned by financial success, and he turned farmer, in that he was also a failure, and David was only a small boy when his father died, leaving behind him nothing but debts. One of his first and most interesting memories was the sale of all his mother's belongings to satisfy a debt due to a wealthy landlord. It may be that the incident has had much to do with his subsequent career as the champion of the masses—it may even have marked a turning point in England's history.

Schoolmaster George, besides his debts, left to his widow, who was the daughter of a Baptist minister, a number of "hostages to fortune." She was unable to provide for all her children, and David was adopted by an uncle, Richard Lloyd, the boy's mother's brother. It was thus that he acquired the hitherto name of Lloyd-George. Richard Lloyd was a Campbellite Baptist preacher on Sundays and a cobbler on week days. He was an educated man, and he made the people of the village and the country-side came to him to read or write letters and to seek advice in times of trouble. Listened to the pitiful tales of misfortune that came from the lips of these people, and to their denunciations of landlords in particular and wealthy people in general, naturally Lloyd-George developed a mind with radical thoughts. The uncle, poor as he was, gave David an excellent education, and at sixteen he was articled to a firm of solicitors. He had barely reached his majority when he was called to the bar, and within eight years he had become one of the leading lawyers of Wales.

Temperance and land reform were the principal planks of his platform when Lloyd-George entered the political arena. He also made was the enforced payment of tithes to the Established Church, and thus won the admiration of all Welsh Nonconformists. In 1890 he was elected to Parliament, and in his very first address he became a national figure by his arraignment of Joseph Chamberlain and Lord Randolph Churchill, and his rejection of attack on the privileges of the liquor traffic. In later addresses he displayed qualities of scathing satire, bitter ridicule and brilliant sarcasm that made him the most feared man in the House. When the Liberals were returned to power in 1905, Lloyd-George was made President of the Board of Trade, and in 1908 he assumed the portfolio of Chancellor of the Exchequer, a position which has enabled him to initiate many radical and revolutionary measures.

Charles Ransom Miller, a member of the editorial staff of the New York Times for nearly forty years, thirty of them as editor-in-chief, was born in Hanover, N. H., sixty-five years ago today. His early journalistic training was as a reporter on the Springfield, Mass. Republican, and his connection with the New York Times began in 1875.

FIRST THINGS

ANTARCTIC EXPEDITIONS.

The first antarctic expedition in history was that of Capt. James Cook, of the British navy, who was the first to cross the antarctic circle, 141 years ago today, Jan. 17, 1773. Capt. Cook was commissioned by the British admiralty to make the trip and was given command of two vessels, the Resolution and Adventure. It was then believed that there was a great southern continent at the "bottom of the world," and the principal purpose of the expedition was to prove or disprove this theory. Cook reached his farthest south in January, 1774. This was 71 degrees 10 minutes south latitude, near the 110th meridian of west longitude. Cook discovered South Georgia and the Sandwich group of islands before returning to Cape Town. For half a century Cook's farthest south record stood, and then began the series of expeditions which culminated in the discovery of the South Pole by Amundsen, the Norwegian explorer, on Dec. 14, 1911, and the tragic death of Capt. Scott and his companions on a similar quest.

IN LIGHTER VEIN

AND HE DID.



AND HE DID.

Reciprocity.
 If woman with her wicked wiles
 Secures the vote she cannot lack,
 We men must urge a change in styles
 To make her do us up the back.

Rudimentary Astronomy.

Hypatia—Did the young collegian
 Express interest in the solar system?
 "Yes," He said he'd gotten no further
 Than the solar plexus.

Quandary.

Ted—If you can't decide between
 Your two girls, why not pick the prettier one?
 Ned—You see, my boy, the other
 One has the money.

Deep-Seated Objection.

"Our boy has such a refined sense
 Of humor!"
 "Yes," I've noticed he evinces the
 Greatest dislike to anything resembling
 The slap stick."

Reversal of Form

"The fool!"
 "Who?"
 "The Speedleys."
 "Why?"
 "They're mortgaged their automobile
 To buy a home."

The Best Quality at a Reasonable Price

Headaches and Eyestrain

Perhaps you think because
 You see well that your headaches
 Are not caused by eyestrain.

When you don't see well and
 There is no straining for good
 Vision you have no headaches.

Headaches usually do not
 Go with poor sight. But headaches
 And good sight go together
 When there are defects
 In the eyes. Then the headaches
 Are a result of the constant
 Effort to attain good vision.

Let us tell you if your headaches
 Are caused by eyestrain.

L. L. Sharpe & Son,
 Jewelers and Opticians,
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Monday, Jan. 5th

IS THE BEGINNING OF OUR NEW TERM.

A very generous and greatly appreciated patronage has made our last year our best year.

We trust that a continuance of the same patronage will make 1914 the best of all.

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S. KERR, Principal

The BREAD that Makes the Meal

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Pure, Light, Flaky, Substantial. Ever Try it?

Your Order

for Office Stationery will be promptly delivered if placed with us now. Look up your requirements for the new year.

C. H. FLEWELLING, Engraving and Printing, 85-12 Prince William Street.

THE TWILIGHT HOUR.

Not a sound disturbs the stillness:
 'Tis the hour of rest and peace,
 When the weary soul seeks quietness,
 Even the winds their music cease.

Though the day be filled with fretting,
 And the journey long and steep,
 With the eventide the burden
 Is laid down for peaceful sleep.

And we hunger not for music,
 For the sounds that cheer the heart;
 All we ask is rest and stillness,
 Sweeter than the angel's harp.

Here on earth we toil and struggle
 Till our mortal soul shall soar
 At the bidding of our Master
 To a sweet and peaceful shore.

Pearle MacLellan Vickroy.

Proof.

Madge—How do you know she wasn't satisfied with the work of the beauty doctor?

Marjorie—She hasn't had any photographs taken.

Fatality of Whooping Cough

Many parents think lightly of whooping cough, and treat it as a necessary evil, not giving the child who has it any special attention.

The seriousness of whooping cough was emphasized by the Medical Health Officer in Toronto a few months ago, when he reported fourteen deaths during the month from whooping cough, and only ten from scarlet fever, typhoid fever and measles combined.

So many people write to us about the relief and cure of whooping cough by the use of Dr. Chase's Syrup of Linseed and Turpentine that we can recommend it with the greatest confidence.

It loosens the cough, aids expectoration, and by its soothing influence prevents the terrible paroxysms of coughing which are so distressing to witness, and which wear away the strength of the child. By using this treatment the disease is held in check, and cured in a few weeks, instead of months. Look for the portrait and signature of A. W. Chase, M. D., on the bottle you buy. There are many imitations.

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Diamond Importers and Jewelers.

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The Best Grades

Warranted for different periods according to price

THE CHEMICAL WRINGER

HIGHEST GRADE

With dark rubber rolls chemically treated.

For Ordinary Tubs - - - - \$6.00

For Stationary Tubs - - - - \$6.50

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19 King Street

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New Brunswick Agents

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Molascuit

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The price is very low in order to get it introduced.

Telephone—West 74-11 and West 81.

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UNLESS YOU OBTAIN POSITION

If you enter this month for course in Shorthand or Bookkeeping.

Write for information.

The J. R. Currie Commercial Institute,

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Rubber, Leather, Balata, Waterproof Canvas. Let us have your orders for forward delivery for QUALITY grades for all purposes. Made to order, and warranted.

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can now be obtained from us in barrels, half barrels, bags and quarter bags. The demand for this remarkably successful hard wheat flour is increasing all the time

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GUNN'S MINCE MEAT

GUNNS LIMITED, 674 Main Street

M 1670

THE RIGHT

Must Do What

as Well as

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SOME THOUGHT

FOR THE

Real Weakness

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Brooklyn, Jan. 12

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