

The Standard

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ST. JOHN, N. B., THURSDAY, JULY 11, 1912.

HARBOR IMPROVEMENTS AT ST. JOHN.

There was no more prosperous city on the American Continent than St. John forty years ago. It was growing rapidly in population, its trade was increasing, and its industrial growth was satisfactory.

From 1878 to 1883 St. John experienced the most difficult period of its existence. The intercolonial had been completed through to River du Loup in 1876, but, although a deep water terminal was provided at the Bal last wharf, only one or two cargoes of raw sugar had been landed there for transshipment westward.

In June, 1889, the first train over the Short Line reached St. John from Montreal. For many years the citizens had urged the construction of the railway but it was not until the Canadian Pacific had completed its line through to Vancouver that this great corporation could be induced to look to the East for an outlet for its winter trade.

Although the C. P. R. was opened through to Montreal in 1889, nothing was done towards diverting western trade through this port until 1895, when a small subsidy was granted the Beaver Line to make the experiment.

With the assistance of the C. P. R., which did magnificent work, the experiment proved a success. The value of exports has increased from somewhere about \$2,000,000 in 1895 to nearly \$20,000,000 in the past season.

This is, perhaps, one of the most remarkable increases that has ever taken place in the trade of any community on this continent in the same space of time. Its importance is shown in the census returns. St. John lost population between 1881 and 1891, but has since been gaining until the population today is greater than it ever was in the history of the city, and the increase is becoming more rapid each year.

The Winter Port trade was the first thing to give St. John a boost ahead. Since then the general trade of the city has increased, its industrial growth is more rapid and what is best of all there is an abiding faith in the future, regarding which there is no better indication than the increase in land values within the city limits.

Last season clearly demonstrated that the C. P. R. facilities on the West Side had to be improved. The company is now making these improvements and will be in a position to handle the new business that is bound to come.

The beginning of work today on the new dry dock at Courtenay Bay marks a new epoch in the history of the city. In 1883 it was proposed to erect a dry dock in North Rodney slip, but from one cause and another nothing came of this project save a meeting in the Carleton City Hall.

A dry dock was included in the Leary scheme, but that also failed of realization. The effort of Mr. George Robertson to secure the funds to carry out the project of the Imperial Dry Dock Company is recent history. Today witnesses the beginning of the work on one of the largest dry docks on the American Continent, and the largest harbor development project let in one contract in Canada.

The expenditure of \$11,000,000 is in itself an important item, but the works that it will create are more important still. They will furnish steady employment for a thousand men and partial employment for another thousand. It is fitting that the beginning of such works should be properly celebrated and be a matter of general rejoicing among a people who have worked for half a century upon the idea that their city would become the great port of the American Continent.

The present generation, who regard Courtenay Bay as a new site for harbor improvements, will be surprised to learn that in 1853 the European and North American Railway Company, which undertook the construction of the railway from St. John to Shediac, decided to construct wet docks in Courtenay Bay for the accommodation of the trade it was expected that railway would bring to St. John.

A meeting of the company was held on September 15th, 1853, at which the following were present: R. Jarline, George Botsford, D. J. McLaughlin, S. L. Tully, Hon. Messrs. John Robertson, Chandler, Hazen, Wilnot, Montgomery, Gray and Hayward. It was moved by Mr. Gray, seconded by Mr. Wilnot, and resolved, that the terminus at St. John be on the lands of Henry Gilbert, Esq., in the vicinity of the Marsh Bridge and on the lands in Courtenay Bay; and that Mr. Giles be requested to prepare a plan showing the quantity and position of land required in both places; and that an application be made to the Government for a grant of so much of the said lands at Courtenay Bay as may be necessary for such purpose, and negotiations forthwith entered into to purchase the same from Mr. Gilbert, or other wise obtain possession thereof agreeable to law.

The railway was transferred from the company to the Government soon after and a commission appointed to manage its affairs. The commissioners abandoned the Courtenay Bay project and acquired the present right of way to the mill bridge where the passenger depot is located. For this they were severely criticised.

A change of government brought about a new commission and in 1859 the new commission reported: "The commissioners have not yet determined on a mode of communication with tide waters at St. John. There are three ways by which this can be obtained.

"First by placing the freight terminal at Courtenay Bay and constructing wharves and a wet dock on the east side, as was originally determined on by the company, and eventually, if found necessary, of skirting the peninsula on which St. John is built and running around the head of the wharves from the Breakwater to the Market Slip.

"Second, by running from Mill street across the head of North Slip, Hare's wharf and Hon. John Robertson's wharf to the Market wharf.

"Third, by extending the line westwardly towards the falls of the river St. John to the side of Long and

"St. Helena wharves and so forming a deep sea wharf from Mill street to Rankine's wharf." Not one of these projects was ever carried out, for the reason that sufficient trade was never developed by the European and North American Railway to warrant the expenditure. This is ancient history, but it clearly indicates that the forefathers of the city were not unmindful of the advantages of the Eastern Harbour at St. John. Today these advantages are fully recognized by the beginning of the immense harbor in Courtenay Bay which, when fully completed, will place St. John in the forefront of the ports on this continent.

THE TELEGRAPH'S VIEWS ON PREFERENCE.

In an attempt to reply to certain criticisms which have been made by The Standard against the new tariff doctrine the Telegraph is advocating in opposition to the unanimous desire of the people of the United Kingdom, the champion of the "Free Trade" Asquith Government continues to make statements which are misleading and unwarranted by the facts. In an article under the caption "The Old Deceptions" the Telegraph says:

"The Standard's newly aroused interest in fiscal matters has led it into a series of difficulties. It says, for instance, that Mr. Foster, speaking in London, said:

"I am not trenching on politics—I am dealing with the naked truth—when I say that if the verdict of the 21st of September had been different there would have been no West Indian trade agreement."

"As a matter of fact this statement should have been credited to Lord Lansdowne and not to Mr. Foster, but, who ever said it, it is incorrect, and just how incorrect it is The Standard proceeds to show by the form of defence it adopts in supporting it. Thus, our contemporary says:

"Obviously, if the United States had been given the same tariff concessions by Canada there would be nothing on which to base the preference."

But no one proposed to give the United States the same tariff concessions that have been given to the West Indies, and properly given. The Liberal proposal was to arrange a mutually free exchange of natural products with the United States, and to somewhat reduce the tariff on farm machinery and implements. That would not have interfered with the West Indian preference.

As to the Telegraph's contention that The Standard is in error in attributing a statement to Mr. Foster which it claims should have been credited to Lord Lansdowne, The Standard is well aware that in a cable to one Montreal journal Mr. Foster's speech was credited to Lord Lansdowne. Further investigation tended to show that this was a mistake in transmission. All other cables mentioned the fact that Lord Lansdowne spoke but mentioned the speech in question as made by Mr. Foster. The consensus of opinion justified, and still justifies, The Standard in attributing the speech to the Minister of Trade and Commerce.

The Telegraph takes issue with the statement, in any case, on the ground that it was not proposed to give the same tariff concessions to the United States as to the West Indies. The Liberal proposal, it says, was to arrange a mutually free exchange of natural products with the United States which would not have interfered with the West Indian preference. If the Telegraph had taken the trouble to ascertain the terms of the preferential agreement with the West Indies it would have discovered that Canada grants a preference of 20 per cent. on a large variety of the natural products of the islands. Fresh fruit of all kinds, fresh vegetables of all kinds, honey, salt and timber may be mentioned to illustrate this point. There is a large and growing trade from the West Indies in these articles. In view of the fact that all of these natural products were included in the proposed Reciprocity Agreement with the United States, no further argument is necessary to prove that had that agreement been ratified no margin would have been left on which Canada could have based a preferential agreement with any colony in the Empire.

President Taft thoroughly realized the situation when he advocated Reciprocity as a means to destroy "the imperial commercial band," and on the same lines Mr. Foster was absolutely justified in the statement he made in London that if the verdict of the 21st of September had been different there would have been no West Indian trade agreement. The situation is not a matter of politics, as Mr. Foster truly says. It is a matter of common sense.

ARTESIAN WELLS AT COURTENAY BAY.

An article in The Standard yesterday, giving the result of the analysis of the water in the artesian wells which Messrs. Norton, Griffiths and Company have sunk at points at Courtenay Bay, appears to have aroused criticism from some of the firms interested in real estate in that locality. A brief consideration of the situation will convince the impartial observer that the criticism is entirely unjustified.

In the article referred to The Standard published the statement of a well known Montreal firm of chemists, engineers and inspectors which showed, as the result of an analysis of the water in the wells, it was "unsafe for drinking purposes." It does not necessarily follow that all water in the Courtenay Bay district is contaminated. The statement was published as a matter of news for one thing and also in the public interest. Property is constantly changing hands in this locality. Several artesian wells have been sunk and the water in them, may, or may not, be safe for drinking purposes. The authoritative statement in The Standard that the water in certain wells has been found impure suggests that the buyer of real estate, in all fairness, should be given satisfactory evidence on this point.

No injustice whatever is inflicted on real estate firms by making the analysis public property. If they have land to sell in this district in which an artesian well has been sunk, a certified analysis, showing the excellent quality of water, will help rather than hinder a sale, and what is more important the public will be protected.

Current Comment

(Boston Transcript.) Everything considered, the fixing of Sept. 15 as the date on which all steamboats going five miles out to sea shall be equipped with service sufficient to save all passengers and crew is entirely reasonable. Our Government would be warranted in insisting on an even earlier day.

(Montreal Gazette.) A Toronto newspaper remarks that Speaker Clark was only a near chump after all. Perhaps Canada's friend had a premonition long ago of what was to come when he cut the Beas from his Christian name.

(Toronto Star.) Passengers on a Montreal-Toronto sleeper who were robbed of all they possessed felt aggrieved because the robber neglected to give them the customary whisk-down first.

(Philadelphia Inquirer.) Some acquire a nomination, some have a nomination thrust upon them, and others nominate themselves, and then go out to look for a party to back them up.

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Most Anything. Editor Most Anything: Below is a poem I wrote, thinking you might be pleased to give it space.

INTERESTING DISCOVERIES IN FAR EAST

Explorer Returns After Several Year's Visit - Traces of Habitation Found in Desolate Region. Tokyo, July 9.—An interesting explorer has just returned from the northwestern dependencies of China. He is the Rev. Zetcho Tachibana, who was sent into Chinese Turkestan, the province of Sinkiang, by Count Otani, the Lord Abbot of Hongwanji.

Tachibana is only 21 years of age, lightly built and almost feminine in appearance; yet since September, 1910, he travelled in regions hitherto unexplored and through marvelous experiences, bringing back with him invaluable information and many treasures. 1910 was not, however, Tachibana's first visit to the country, for in 1908 he passed through Mongolia and Sinkiang, and spent the year exploring Buddhist relics.

After this he accompanied Count Otani to London, and left that capital in August 1910. His route at this time took him through Targapat, in the Chinese territory of Mongolia, to Turpan in the north, then Sinkiang. From here he crossed the desert of Bogdo-Ola and reached Turfan on November 5, 1910.

At this point he parted with his English servant, Hobbs, who had accompanied him and who went westward to Kutch with heavy baggage, there to await Tachibana, who proceeded to the vast Lob Nor desert in Eastern Turkestan. For his expedition he organized a camel caravan, and reached the centre of the Lob Nor desert on September 23.

Here in this desolate region, unexplored except by few, he found evidence of habitation and vegetation. He traversed the dry bed of what at one time must have been a great lake. He saw dead trees and unearthed huge trunks embedded deep in the sand, also pieces of ironware and tiles. Passing through the ruins of what Sven Hedin named Loulan—a fortress of the ancient Altya, Tachibana found a frozen marsh at the foot of Lob Nor on the southern boundary of Sinkiang. Here Tachibana saw the first human being since he left Turfan. He was a hunter and on seeing Tachibana's caravan decamped, doubtless thinking that he was a robber.

Leaving Lob Nor, he proceeded westward to the banks of the River Tarim. Here he found that there was no permanent snow range, but he discovered a number of relics, precious stones and an old book. He was unable to cross the range of Altay, Tachibana, but proceeded further westward to Washar, where he succeeded in obtaining fresh supplies of provisions and a mule, and then left for Chertchen over a great stretch of sand dunes extremely difficult to travel.

Chertchen he reached on January 13, 1911, and having re-equipped he proceeded northward to Kuchar across the Tarim in a carting along the marsh. Here he found wild pigs and other signs of animal life, tracks of wild camel and reached the dry bed of the Uvay river, a branch of the Tarim, on February 20. Their water gave out and the party dug a well 37 metres deep, but the water was brackish and found to be bitter and undrinkable, but thirst drove them and after boiling it they drank. The whole party suffered from grumpy pains, but were able to proceed, and after three days reached a small village, from which point Tachibana hastened forward on horseback to Kuchar to meet Hobbs.

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ELEPHANT MUCH USED IN INDIA. Large Numbers Caught in Stockades—Both Sexes of African Species Have Tusks and Immense Ears.

From very early times the elephant has been highly esteemed for his great utility to man, for he can be trained to draw loads or to carry heavy weights on his back. Elephants formerly existed in a wild state in many parts of India, but as cultivation there has increased, the jungles in which they were found in herds have become fewer, and operations for catching them have become more elaborate. These operations consist in gradually driving elephants from a large area into a strongly built stockade, where they are controlled, are well fed and cared for, and are treated with kindness and humanity by their keepers. On many occasions more than 100 of these creatures have been captured in one drive, and the value of such a number is, of course, very large.

In a wild state elephants commit great injury to the crops that grow on the land. When tamed, however, they are as useful as any animal, except the horse, and they have proved invaluable to armies in the field in India where they are employed to draw the heavy guns and to transport supplies. They are also used in the same country to carry lumber and to stock logs of immense size. Further, when the British officials who govern the Indian Empire are making tours of their districts, or when the native landowners or their subordinates are moving about their territories where there are no roads, or where the roads are too bad for horses and mules to travel, elephants are made use of to convey the whole party—the human beings, the camp equipment, the supplies—from one point to another, and they pass all obstacles except the thickest jungle.

An average male elephant, fully grown, stands about nine feet at the shoulder, the average female being about a foot less in height. But many animals exceed these ordinary sizes. In the "howdah," placed upon the elephant's back, as many as four can sit, two and two, back to back, with a front rest on each side of the elephant's side and by the passengers' feet. The "howdah" is made of pliant cane-work. To enable the riders to mount, the elephant is generally made to "sit," a position in which the fore legs are stretched forward, while the hocks or "knees" of the hind legs are on the ground. A short ladder is placed against the elephant's side and by it the passengers mount with ease. In zoological parks, however, the riders as a rule reach their seats by means of a long ladder.

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