

The Standard

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ST. JOHN, N. B., FRIDAY, JULY 19, 1912.

CEMENTING THE BONDS OF EMPIRE.

The information from the West Indies to the effect that the Legislatures of the islands are ratifying the Preferential Trade Agreement with Canada is a very clear indication that the campaign of the United States mill interests to prevent the completion of this section of the "Imperial Commercial Band" has been fruitless. The Southern Colonies freely recognize the advantage of securing a reduction of twenty per cent. duty in the Canadian market as a preference over foreign countries. In return they reduce by one-fifth the duties charged on imports from Canada. The schedule includes most of the articles for which this country will find a demand in the West Indies.

With the establishment of a fast line of steamers between St. John and the islands, such as is now proposed, the trade through this port will be appreciably increased to supply the demands of Upper Canada. With the completion of the Panama Canal the West Indies and South American colonies will also become inter-oceanic territory and will find a profitable market in British Columbia. Vancouver will be nearer than Montreal to most of the Southern centres of production, and West India goods destined for the Pacific coast will enter Canada by the Pacific gateway. They will enter into closer competition with the products of Southern California, and the Hawaiian Islands. The sugar refineries on the Pacific coast will have a competitive source of supply. Conversely British Columbia will have ready access to the West India markets with fish, lumber and other products, obtaining considerable tariff advantage by the agreement.

While the commercial arrangement may thus have a considerable effect on the trade of Canada, it is an enterprise of serious imperial consequence. It should be the beginning of closer relations among all British subjects on and near this continent. There is a growing demand from Canadian people for tropical fruits and other products. The United States has heretofore offered a much larger market than Canada for these products. But the difference will continue to grow less. Canada's population rapidly increases, and she has no Southern territory of her own. The United States has California, Florida, Hawaii, Porto Rico and other states and territories, with Cuba in close relations. It will be found before long that Canada as a market for tropical produce is better than the remainder of the United States market, after the preferred producers have had their lion's share. An arrangement such as that which Mr. Foster and his associates have made may also prove an important step in the solution of a West India problem which has caused British statesmen grave anxiety.

NEWFOUNDLAND'S LITTLE GAME.

No one would have thought of the Ancient Colony, but if the statements of a former resident at Hamilton Inlet, which is about 200 miles above the Straits of Belle Isle, are true, Newfoundland is engaging in the reprehensible business of land grabbing at the expense of Canada and more particularly at the expense of the Province of Quebec. The story is told by a representative of a Montreal house who has been stationed for three years at the Inlet. He asserts that the "Senior Colony" of the Empire is quite active in the game that—sometimes—makes nations great. As quoted by the Boston Transcript, he claims that it is under cover of Labrador that encroachments are pursued, customs officials being the chief offenders and following the time-honored policy of claiming everything in sight.

Before passing judgment, however, it is well to remember that the most vague and meagre information is available as to the rights of ownership in this vast Northern territory. The peninsula is divided politically between the Governments of Newfoundland and Canada and the Province of Quebec. The people of Labrador themselves do not know where Newfoundland ends and Canada begins, nor does anyone seem to have exact information on that point. Even official handbooks, pretending to lay down the limits of Newfoundland in Labrador, end lamely at 52 degrees north, with the admission, "remainder of boundary undetermined." Other authorities affirm that Newfoundland's share of Labrador is only a strip of the Atlantic coast line running from the Straits of Belle Isle to Cape Chidley and ranging in width from ten to twenty miles. If this view should prove correct, it lends some force to the argument of the Montreal merchant who, in a further statement, declares that Newfoundland officials are collecting dues ninety miles outside the strip and claiming two hundred miles beyond that.

In any event responsibility for such anomalous conditions deserves, of course, to be divided. Canada has never shown any urgent interest in that vast area of interior Labrador, lying north of Quebec, which so recently as fifteen years ago was constituted Ingvaga district and named an "unorganized territory"—in order, apparently, that it might be the more spectacularly left alone. The temperate and fertile zones have naturally enough made the greater appeal; the resources of Labrador, its forests, fisheries and minerals, have been left undeveloped, even undiscovered. Such inertia almost invites aggression, and the Newfoundlanders, who, since early in the seventeenth century, have been fighting to hold what they had and sometimes to get a little more, could hardly be expected to ignore this opportunity and consent to "stay put."

Even if the report of these recent doings is true, while they could not be justified on moral grounds, yet it is sincerely to be wished, as the Boston paper points out, that the Newfoundlanders or some other broad-backed and energetic people should acquire and exert the right to enlarge the world's knowledge of the Great Northeastern peninsula. Labrador fascinates the imagination. Dr. Grenfell's studies of the coast have increased a desire, quite general and growing, to pierce the mystery of the interior. Good may come out of evil, if the eccentric activities of the Newfoundland customs collectors shall direct the attention of official Canada to the possibilities of the 511,000 square miles of this almost unknown territory.

A LIFE-SAVING INVENTION.

The attention of modern science and invention has been directed in many instances towards remedying the fallibility of the human hand and eye. The liability to mistakes, which may involve the loss of many lives, is inseparable from human weakness and the tendency to slay is to get rid of the human agency where this can be done. In this connection a notable advance is reported

in the working of train signals which will remove the uncertainty connected with the working of a signal which has to be operated by some person in a tower and observed by another from the cab of an engine.

This new device is worked by electricity from the contact of an engine with a wire running beside the track, and not only warns the engineer unmistakably by a shrill whistle when the block upon which he enters is not clear, but automatically shuts off his power, applies the brakes and stops the train until it is clear.

A test was made recently on the Great Western Railway in England on a disused section of the system. Two locomotives were started from points two miles apart to make full speed toward each other. The engineers after starting the mechanism climbed out. When the locomotives entered the same block the warning whistles blew, the electric mechanism worked, and the engines stopped within a hundred yards of each other.

The value of an invention of this kind has been demonstrated very forcibly in three railroad collisions which have occurred in the United States since the beginning of this month, by which seventy-odd passengers were killed and over a hundred injured. In two of these cases the disaster was due to a train, running at full speed, disregarding a block signal and crashing into a standing train on the same track. One of these "accidents" occurred on the Lackawanna road in the State of New York, and the other on the Burlington near Chicago. It has not been made clear in either case whether the signal was not properly set or whether the engineer failed to observe it. As in all such cases there is a conflict of testimony. In these two cases of a stalled train run into from behind, the signals seem to have been obscured by fog, and if they were noticed at all, a mistake was made. The automatic system referred to would in each instance have prevented the disaster. It ought to be only a question of time before it is installed on all lines where block signalling is a matter of importance.

AUSTRALIA'S GENTLE HINT.

Australia seldom loses a chance to remind us that, though only about a quarter our age and not much more than half our population, it is doing much more than we are for the defence of our common Empire. The Antipodeans hint that we are better at talking than at fighting—that we are fonder of putting our patriotism to music than in practice. An extract from a bantering speech by Sir George Reid, High Commissioner of Australia, delivered at our Dominion Day banquet in London, will bear repeating right here:

"So far as helping the defence of the Empire is concerned, Canada has had too much of the eye of foh, and done too little in the way of giving Providence a well-deserved rest. (Loud laughter.) Far removed as we are from the centre of our mighty Empire, and young as we are—twelve years old, according to that way of counting—(laughter)—twelve-year-old Australia says to forty-five-year-old Canada, with twice the population, and six months snow thrown in—(laughter), 'You are a grand race, and we're proud of you. You are beginning to discover that you have two great gateways—one on the Atlantic and one on the Pacific—and we from Australia, who are throwing all our boys into military service, who are building battleships and cruisers and submarines, we say to our older brother, you go and do likewise.'—From the Montreal Star.

TO TUNNEL THE CAUCASUS.

The immense amount of surplus capital in France, the existence of which has recently been shown by the fact that the new Paris loan was subscribed for seventy times over, lends probability to the report that bankers in Paris are back of the proposed tunnelling of the Caucasian mountains, from a point near Tiflis, in order to join the Black and Caspian seas. It is a stupendous undertaking, as the tunnel will be nearly sixteen miles in length, but it is reported that the Russian Government has been convinced by a body of Swiss engineers that the enterprise is entirely feasible.

The Russian Government had about decided that the project was not practicable, but the Swiss experts have reported that the tunnel can be constructed in approximately seven years. Its expense, of course, will be enormous, but on the other hand the tremendous stimulus to commerce and the development of a vast region will, it is predicted, more than offset the cost, and France can furnish the capital. If its thrifty people care to invest their savings in that way. It is reported that work will be begun on the tunnel sometime in 1913.

Saskatchewan supported the Scott Government on a Dominion issue in which that Government has neither weight nor influence. The Province is no nearer reciprocity today than it ever was. The Toronto Telegram estimates that there has been a distinct waning of reciprocity sentiment, in that while the Laurier Government had a popular majority in September over the Conservatives of 18,224, the figures of the Provincial contest show a Liberal popular majority of only 5,800, or about one-third that of less than one year ago.

Current Comment

(Toronto Globe, Lib.)

The Borden Government has acted promptly and properly in asking the diplomatic intervention of the British Government to secure the treaty rights of Canada in the use of the Panama Canal. This is a matter in which considerations of political partisanship can have no place, and in the maintenance of the rights of this country to the uttermost Mr. Borden will have behind him the unanimous support of the Canadian people.

(Calgary News-Telegram.)

The greatest wit, unprinted and unbound, in North America. Thus Canadian Collier's once described George Ham, the publicity expert of the Canadian Pacific Railway, and this brief appreciation strikes a responsive note in the hearts of all those who have the pleasure of the acquaintance of the genial George.

(Hamilton Spectator.)

Someone should put wise those misguided Grits who are howling Reciprocity as a result of the Saskatchewan elections. Nothing would suit the Conservatives better than to go to the country again tomorrow on the same issue.

(Toronto Star.)

The diplomatic problem of the Panama Canal which Great Britain must put up to the United States in as soft words as possible is "Why make a blamed hog of yourself?"

(Greenwood, B. C., Ledger.)

If some smooth gink would stake a subdivision on Mars, we feel sure that he could sell quite a bunch of lots on easy payments to many people in British Columbia.

(London Free Press.)

Mr. Borden is creating an impression in England second to that of no colonial statesman and without the aid of a picturesque personality.

(Ottawa Citizen.)

Society note: H. M. C. S. Niobe is not accepting any invitations to farmers' picnics this season, owing to severe indigestion.

A Bargain in Men's Patent Colt Oxford Ties at \$3.00 Per Pair

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St. John's cool summer weather makes study during the warmest months just as pleasant as at any other time. Students can enter at any time.

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HAT FAILS TO HOLD STREET CAR SEAT

Louisville, Ky., July 17.—Methods pursued by women to reserve seats on street cars for their friends who are not so fortunate as to get aboard when the cars first stop, were aptly demonstrated in one of the parks just after a heavy downpour of rain began. More than twice the number of persons that could be accommodated in the car were clamoring to get on, and one of the women who was more fortunate than her woman companion and their two escorts was one of the first to enter the empty car.

She seated herself near the rear door of the car, and doffing her hat with a big black willow plume, laid it on the seat in front of her. Several people refused to take the seat containing the hat until the car became crowded, when a woman and her escort entered and pushed the hat to one side.

The owner of the hat entered a loud protest and informed the couple that the hat was reserved. The man, however, and informed the infuriated owner of the hat that such a thing as reserving a seat in a street car was absurd and advised his companion to sit down.

At this juncture the hat owner informed the couple that if either of them smashed the hat they would have to pay for it.

Hardly were the words out of her mouth when the man gently lifted the hat from its place of repose and placed it within the lap of its owner in the seat behind and the car wended its way to the city, while the woman companion of the owner of the hat and their escorts, who had been delayed in getting change, were compelled to stand, as the other half of the seat occupied by the woman was taken by a stranger while she was engaged in an argument with the couple in an effort to save the front seat for her friends.

When an English railway advertised for 300 wooden sleepers, a clergyman offered his entire congregation.

You just watch him kick that money dawg around—NOT!

Maud—When you broke the engagement, of course you returned the ring he gave you?
Ethel—Certainly not! I don't care for John any more, but my feelings have not changed toward the ring.

That first drink is a fluid institution devised to fool the foxy!

Fairville Methodist Picnic.
The annual Sunday school picnic of Fairville Methodist church, was held yesterday at Westfield Beach. Two trains went from the city carrying hundreds of happy youngsters, and large numbers of grown ups. The day was one of festivity, the day being fine and many attractions being provided for young and old. About 600 attended and the picnic proved one of the most successful of the season.

The News in Short Meter

LOCAL.
New Bridge at the Falls.

Hon. John E. Wilson, M. P. P., and A. R. Wetmore, provincial engineer, have made an inspection of the Suspension bridge at the falls, and as a result a call will be made at once for tenders for renewing the flooring. The work will make the bridge safe until the new one can be constructed. It is hoped that tenders can be called on the plans for the new bridge very soon and that the work will be under contract before the fall of the year. It will take about 18 months to complete the new bridge, which will be a steel structure with concrete floor covered with creosote blocks.

Apartment House on Mount Pleasant.
It is learned that the purchasers of Reid's Castle are Ernest Bolton and Arthur Irvine, formerly of this city, but now of Montreal. They intend to lay out an exclusive sub-division and erect an apartment house on the site of the old convent.

Police Court.
Harry Rogers was before the court yesterday morning, charged with lying across the C. P. R. tracks on Bentley streets with suicidal intent, and remanded. Joseph Devlin, charged with lying and lurking about an L. C. R. car, was sentenced to three months in the alms house.

Grain Shipments in Summer.
In all probability the shipment of grain from St. John in the summer time will be the future be a permanent feature of the trade of this port. Messrs. William Thomson and Company have made good progress with their work and all that can stop them lay down about a mile or so of rails a day for a time now, will be failure of the company to supply the rails. Within the next couple of weeks, two or three steam shovels are expected to be at work, in fact, the first shovel will be just as soon as the steel reaches the ground, three and a half miles below Gibson.

GENERAL.
First Rails on New Railway.

Fredericton, July 18.—The first steel on the Gibson and Minto Railway was laid yesterday at Gibson by Messrs. A. T. Tritts and Son. The contractors have made good progress with their work and all that can stop them lay down about a mile or so of rails a day for a time now, will be failure of the company to supply the rails. Within the next couple of weeks, two or three steam shovels are expected to be at work, in fact, the first shovel will be just as soon as the steel reaches the ground, three and a half miles below Gibson.

PROVINCIAL.
Methodist Church and Union.

Toronto, July 18.—After discussing the matter at length, the general conference special committee of the Methodist church, yesterday adopted a resolution expressing the readiness of the church to proceed toward the union of the three negotiating churches, on the basis previously arranged, the vote having indicated so decided a preponderance of opinion in favor of the agreement on the part of the officials of the church. This marks another important step towards the consummation of organic union with the Presbyterian and Congregational bodies.

Would-be Assassin Gets Life.
Hong Kong, July 18.—The Chinaman who on July 2, attempted to assassinate Sir Francis H. May, governor of Hong Kong, by shooting him with a revolver, pleaded guilty today. He was sentenced to life imprisonment at hard labor.

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DR. CHASE'S OINTMENT.
The testimonials in regard to this ointment are so numerous that it is impossible to quote them all. It is a sure cure for all kinds of skin diseases, such as eczema, psoriasis, and all other eruptions of the skin. It is also a good remedy for rheumatism, neuralgia, and all other pains of the joints. It is sold in all drug stores.

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