The St. John Standard

Published by The Standard Limited, 82 Prince William Street, St. John, N. B., Canada.

H. V. MACKINNON, Manager. R. E. WALKER, Editor.

Yearly Subscriptions:

By Carrier $5.00
By Mail 3.00
Semi-Weekly by Mail 1.00
Invariably in Advance.

Commercial Advertising:

Per Inch, per year $45.00
Line Rate, Over 5,000 @ .... .02
Line Rate, Under 5,000 @ .. .03
Classified, One Cent per Word.

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ST. JOHN, N. B., FRIDAY, FEBRUARY, 21, 1913.

THE COST OF U. S. BATTLESHIPS.

The relative cost of building battleships in Canada and the United Kingdom has been the subject of much discussion, and of a remarkable display of ignorance on the part of the Opposition at Ottawa as to the facts of the case. It has even been asserted that battleships could be constructed in the Dominion for the same money as in the Mother Country. The advantages which the United States possesses today over Canada in the construction of battleships will not be open to question. It is timely, therefore, to note the current price which the Republic is compelled to pay for super-Dreadnoughts.

In a Washington despatch to the New York Evening Post, under date of February 18th, the announcement is made that bids for the construction of the super-Dreadnought Pennsylvania, have been opened. The Pennsylvania, it is stated, "will not only be the biggest ship in the American navy but so far as is known will exceed in size any warship so far laid down by a foreign Power." The despatch reads as follows:

"Washington, February 18—The Newport News Shipbuilding Company's bid of $7,235,000 for construction of the new "Dreadnought," Pennsylvania, with Curtiss turbine engines, was the lowest of all proposals received at the Navy Department today.

"The next lowest bid was the Fore River Company, of Quincy, Mass., at $7,312,000 for Curtiss turbine engines, and then in order came Cramp & Sons, of Philadelphia, at $7,349,000 for Parsons turbine engines, and the New York Shipbuilding Company, at Camden, N. J., at $7,352,000 for Parsons turbines. The speed of twenty-one knots was proposed by all builders.

"Bids were also opened for supplying the armor for the Pennsylvania, on which the prices ranged from $453 per ton by the Midvale Steel Company for Class A armor to $455 by the Carnegie Steel Company for the same armor, while the Bethlehem Steel Company came between these bids with a figure of $454.65.

"The Pennsylvania, officially known as No. 38, will not only be the biggest ship in the American navy, but so far as is known will exceed in size any warship so far laid down by a foreign Power. Her tonnage will be about 31,000—almost three times that of the famous old Oregon, already dwarfed into insignificance by the great American super-Dreadnoughts.

"This latest addition to the navy will cost, when complete with guns, armor and equipment, $14,173,000. While only 600 feet long, the Pennsylvania will have a beam of 97 feet, almost as much as it is safe to negotiate in the Panama Canal locks. Her draught will be 28 feet 6 inches, which will leave open to her most of the great mercantile ports of the world. A battery of 14-inch guns, the most powerful naval weapons afloat, supplemented by four torpedo tubes, and twenty-two 5-inch secondary guns will constitute the ship's battery."

In a recent review in a reference to battleship building in the United States it is stated: "In 1890 the first battleships were authorized—coast line battleships they were called, because Congress had not yet learned the strategy of naval war. But after these were started the proper sort of ships was appreciated and proper battleships were ordered. The Spanish war gave a tremendous impulse to the policy of increasing the navy. The rapid destruction of the Spanish ships at Manila and Santiago showed a weakness of poor ships and naval decadence, and from thence onward the support of the naval establishment has been continuous and liberal.

Here we have the record of the United States, which has been learning how to build battleships for nearly twenty-three years. The cost of the latest super-Dreadnought today, according to the lowest tender, is twenty per cent. more than the cost of ships of similar type built in the shipyards of the United Kingdom. The Admiralty's estimate for the three Canadian battleships, submitted to Mr. Borden, is $35,000,000. In the United States, at the rate of $14,173,000 for one super-Dreadnought, completed, the cost would be $42,519,000.

These facts and figures are not open to dispute, and afford a convincing argument in support of Mr. Borden's contention that the policy of the Opposition means no effective aid and endless delay. Speaking in the House of Commons on February 13th, Mr. Borden said:

"I recollect very well that during the debate of 1910 my right hon. friend (Sir Wilfrid Laurier) expressed the opinion that the ships which he proposed to construct could be built in Canada within about a year, and my right hon. friend may be under some similar hallucination with regard to the time within which the ships which he proposed to construct could be built in this country. I want to say to my right hon. friend, and to hon. gentlemen on the other side of the House, that those who talk very glibly—I use the term without any desire to be disrespectful—regarding matters which they have not, perhaps, studied very carefully in connection with naval organization and the building of shipyards, are speaking, to some extent at least, without, perhaps, a full knowledge of the facts. Later on I shall be able to give them some information which will make good what I am now stating. I venture to say that the proposition of the right hon. gentleman would practically mean an almost indefinite postponement of any effective aid to the Empire. We have at present no naval organization whatever, and other countries, which have had at least the semblance of a naval organization have found it difficult indeed, and a very tedious process, to build up any such organization as my right hon. friend proposes."

The United States is one of the countries which in earlier days found the construction of battleships a difficult and disheartening problem. Great Britain has been building war vessels for hundreds of years. In the review, above quoted, it is stated that "modern naval development may be said to have begun in 1571. From this time on the British Navy continued to hold its supremacy, as it holds it today." If the Dominion is prepared to comply with the recommendation in the Admiralty's Memorandum that "any immediate aid," should include "the provision of a certain number of the largest and strongest ships of war" there is only one place—in British ship yards—where those ships can be built.

TRADE WITH THE WEST INDIES.

The reply of Mr. Borden to the Montreal delegation which asked that the proposed steamship service with the West Indies should be diverted in summer to Montreal will meet with unanimous approval in the Maritime Provinces. Mr. Borden expressed the willingness of the Government to consider the necessity for a freight service on the St. Lawrence route, but he firmly refused to deprive St. John and Halifax of the advantages an improved service will offer, or to consider a proposal that alternate sailings should be made to Montreal.

The claims of the two leading ports of the Maritime Provinces for a more up-to-date service are clearly entitled to consideration. As Mr. Borden stated, the principal business with the West Indies has been built up through these ports and their transportation facilities ought not to be "diminished or interfered with."

With a more efficient and regular service than in the past St. John and Halifax can look forward to a greater development in the trade with the West Indies. As far as this city is concerned it is generally understood that improved communication will result in the establishment here of a large milling industry. The commodities which the Islands import are to a large extent the products that Canada is in a position to supply, such as grain, flour, butter, cheese, condensed milk, hams and canned vegetables, and plain manufactures. Canadian trade with the West Indies now goes largely through New York, due, mainly, to the excellent steamship service provided. An improved service from St. John and Halifax must lead to an extension of trade both ways.

The markets of the United States are partially closed to the Islands by the tariff and they will be able to look to the expanding Canadian market as the natural outlet for their products. Mr. Borden's decision that the service should not be discontinued to the Maritime Provinces in the summer, is of special advantage to St. John in view of the early establishment here of the sugar refinery.

THE KINETOPHONE.

The Kinetophone, Mr. Edison's latest invention, has been publicly shown this week for the first time. New York was selected for the exhibition which promises to be known far and wide as the "talkies" to distinguish it from the "movies." Mr. Edison personally superintended the performances, which were given in four vaudeville theatres.

The "talkies" differ only from the common "movies" in that sounds from a phonograph synchronize with the action. An interior setting is shown on the screen. The figure of a man appears, his lips move as in conversation and his voice is heard. He explains that Mr. Edison had worked long upon a method of synchronizing the motion picture and the phonograph and at last was ready to present his device to the public. Stepping to a table the speaker picks up a plate, which he drops to the floor. The resultant breaking of china is heard distinctly. Then in order appear a pianist, a violinist and a young woman who sings. Barking is heard as dogs are seen on the screen.

Enthusiasts are prophesying that the Kinetophone will soon supplant the legitimate drama and even grand opera, but that is a dream not likely to be realized. No mechanical invention, however perfect, can vie with "the human form divine."

A DOUBTFUL CURE.

Through reliable medical journals of England and the United States, the physicians of two continents are fairly well informed regarding the claims of Dr. Friedmann, who states he has a cure for tuberculosis. He presented his evidence before the Berlin Medical Society, and the verdict of that society, as published by such standard medical journals as the London Lancet and the Journal of the American Medical Association, is that Dr. Friedmann's claim that he has discovered a cure for tuberculosis is not well founded.

The picture of Dr. Friedmann stealing out of Berlin under cover of nightfall to avoid the emissaries of the German Emperor, lest they should prevent him from carrying to the United States the priceless secret of his cure, in the opinion of the Boston Transcript, suggests "clever advertising of a sort which is uniformly tabooed by scientists of the first rank."

CURRENT COMMENT

The New Coalition.
(Toronto News.)

Now we are told that the treatment of Mr. Monk by Mr. Borden and his colleagues was "one of the shabbiest pieces of trickery in the annals of Canadian politics." We knew this was coming. We heard the sound of wailing from afar. The surprising thing is that it has taken Mr. Monk, who was the atrocious villain of Nationalism a short time ago, fully three months to become one of the martyrs of Liberalism. Now, however, that the alliance between the Liberal parliamentary party and the Nationalists has been completed, it is natural that Mr. Monk should become one of the heroes of the coalition. As Mr. Bourassa has declared on the authority of The Globe's editor, "Nationalism is nothing else than Globe Liberalism."

Tammany to the Fore.
(Montreal Gazette.)

Tammany plans its first descent upon Washington on March 4 since Grover Cleveland, the last Democratic President, was inaugurated. Mr. Murphy, the leader, has ordered that every one of the 10,000 men it is hoped will turn out shall wear a silk hat, dark suit and gray gloves, and cease smoking his cigar while passing the reviewing stand. The cigar provision is the fly in the ointment, but the braves may bear up under the glory of their shiny hats. The Wilson inauguration is to be most democratic, but it will have attractions all its own in the army of suffragettes and the march of the Tammany men. It promises to be a greater parade than has been.

Another Solution.
(Toronto Star.)

There is a tendency in political thinking to follow beaten paths. For instance, in discussing the future of Canada, we hear people saying that Canada must either become independent or become a sort of province of the Empire. It does not occur to them that there may be a new kind of relation of the parts of an Empire and a new kind of international relation and that those who think fearlessly may make important discoveries in these regions.

In English Cathedral Pulpits.
(Church Family Newspaper.)

At Canterbury a Partridge preached, at Petersborough a Pheasant, at Ripon a Swann, at St. Albans a Gosling, while at Lincoln a Bullock was listened to, no doubt with great attention and profit. At least a few of the present members of the Anglican episcopate cannot assert that they are "neither fish, flesh nor fowl," for we find among our Bishops in various parts of the world a Henn, a Partridge, a Peacocke, a Woodcock, a Pollock and a Roach.

Farcical.
(Toronto Mail and Empire.)

The president and twenty-nine officials of a corporation have been found guilty of violations of the Sherman anti-trust law, but an appeal for a new trial has been made in their behalf. A trial in the United States is not the drama it is in most other countries. It is a mere act in a sort of vaudeville show.

"One Singular Phase."
(Brooklyn Eagle.)

One singular phase is the anomalous position of the so-called "engineer firemen," some ten thousand in number, who have voted as firemen on the strike proposition and are therefore bound by the result, and yet are also bound by the agreement of the locomotive engine drivers not to strike.

False Prophets.
(London Free Press.)

The political prophets who foretold the destruction of the Conservative political party by Nationalist influence will please observe the absolute nonentity that that wing has become in Parliament.

Back to the Garden of Eden.
(New York Herald.)

The most sinister, because most seductive, attempt at bribery recently recorded is that of suffragette Eves who are endeavoring to win Missouri legislators by feeding them on apples.

THE POET'S CORNER

OATES OF THE INNISKILLINGS.

Oates of the Inniskillings,
Ready at call to ride;
Oates of the Inniskillings,
The British worth and pride;
What through Britannia's weeping.
The brighter glows her fame
That he held in his keeping
The glory of her name.

Oates of the Inniskillings,
Near by the Southern Pole—
Oates of the Inniskillings—
White as his dauntless soul;
Daily the dangers thicken;
Halted the homeward dash;
Starving and sorely stricken,
The cold falls like a lash.

Oates of the Inniskillings,
Hark to the blizzard's scream!
Oates of the Inniskillings,
Sees Hope's faint final gleam;
Quickly the message heeded,
Some one must pay the price;
Only a life is needed,
His be the sacrifice.

Oates of the Inniskillings,
With comrades face to face;
Oates of the Inniskillings,
True to his blood and race;
Calmly his leave is taken—
Only his deed may save!
"Outside!" His soul unshaken,
He walks to his drifted grave.

Oates of the Inniskillings,
Paying the debt of birth;
Oates of the Inniskillings,
Proclaim him, all of earth!
He failed? But a greater glory—
Britain, exult in pride!
Is yours: immortal story—
It was for you he died.
—Richard Linthleum in New York World.

HIGHLAND MARY.

Ye banks, and braes, and streams around
The castle o' Montgomery,
Green be your woods, and fair your flowers,
Your waters never drumlie!
There simmer first unfauld her robes,
And there the langest tarry;
For thee I took the last fareweel
O' my sweet Highland Mary.

How sweetly bloom'd the gay green birk,
How rich the hawthorn's blossom,
As, underneath their fragrant shade,
I clasp'd her to my bosom!
The golden hours, on angel wings,
Flew o'er me and my dearie;
For dear to me as light and life
Was my sweet Highland Mary!

Wi' mony a vow, and lock'd embrace,
Our parting was fu' tender;
And, pledging aft to meet again,
We tore oursels asunder;
But, oh, fell death's untimely frost,
That nipp'd my flower sae early!
Now green's the sod and cauld's the clay,
That wraps my Highland Mary!

Oh, pale, pale now those rosy lips
I aft ha'e kiss'd sae fondly!
And closed for aye the sparkling glance
That dwelt on me sae kindly!
And mouldering now in silent dust,
That heart that lo'ed me dearly;
But scttll within my bosom's core
Shall live my Highland Mary!
—Robert Burns.

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This city will have many Diapepsin cranks as some people will call them, but you will be cranky about this splendid stomach preparation, too, if you ever try a little for indigestion or gastritis or any other stomach misery.

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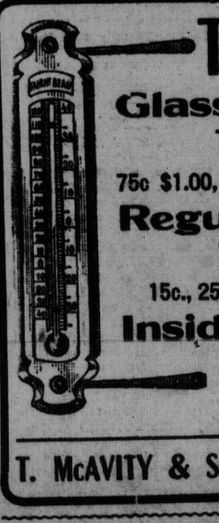

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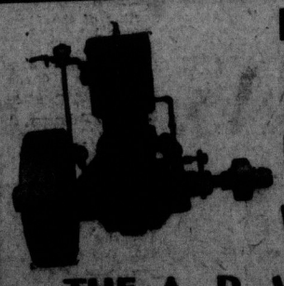

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