

## The St. John Standard.

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ST. JOHN, N. B., SATURDAY, JULY 24, 1920.

As will be seen from the announcement elsewhere in this issue, The Standard, in its determination to furnish its readers with the most exclusive and down-to-the-minute news, has arranged to get the entire mail and cable service of Lord Northcliffe's great paper, the London Daily Mail. The Mail was the pioneer of the half penny dailies, and its small price, coupled with the immensity of its news service, placed it at one bound in the front rank of English journals, a position it has maintained and strengthened as time has elapsed. The advantage to be gained by our readers in having the benefit of the news gathering agencies of our London contemporary will be at once apparent, and we trust that this further effort to make The Standard of greater service to the community will be appreciated by those for whose benefit it is designed.

### THE AMERICA CUP.

Britannians must accept with the best grace they can assume, the fact that in two fairly sailed races, Sir Thomas Lipton's Shamrock has had to take second place, which now puts the two boats on an equality, with two wins each. After Tuesday's victory for the challenger, the hopes of her owner and his friends were naturally high, and it was regarded as distinctly hard lines that she should be beaten in Wednesday's race only by the amount of the handicap she had to concede to her opponent. In yesterday's race she was apparently out-sailed by the American boat, which had somewhere about three minutes to the good. There remains one more trial of strength to take place between the boats, and interest will now be roused to fever heat as to the outcome.

Some criticism has been called forth regarding the time allowance that the Shamrock has to concede her opponent, and many people do not understand why this should be done. A contemporary points out, however, that "landlubbers" will not be easily convinced by yachting experts that some better system of measuring boats for such races as the America's Cup race could not be devised. They have more confidence in the brains of the designers and rule-makers than the experts themselves. It is conceded on all hands that the rules under which the Shamrock and the American are contending do not represent the limit of yachting wisdom. They differ in some respects from the rule in England and are themselves developments of previous sets of American rules. No doubt they will be further altered and we believe that when the day comes when the best boat in England can meet the best boat in America, with interest in the international races will be greatly increased.

The average landman's opinion, however, does not take cognizance of the difficulties in the way of the rule-makers. To declare that two boats shall be of a certain length on the water line and shall start on a scratch merely encourages designers to construct long over-hangs, bows and sterns, so that as soon as the boat heels to the wind, her water line is vastly increased. A combination water-line length and overall length produces a different set of difficulties for the designer, but these, according to the New York Tribune, can equally be evaded. In fact, the race between handicap rule and designer is something like the contest between defensive armor and explosive shell. A victory for Shamrock will be an indication that for the time being the designer has won. It is pointed out that if the America's Cup boats were to be built exactly the same way, the contest then would be between skippers and crews, while the designer would have no encouragement to experiment. The difficulties are to be admitted, but the present race is the only championship event in which a handicap is recognized. Were it not for the personality of Sir Thomas Lipton and the fact that so many vain efforts have been made to lift the cup, the series of races would not attract very much interest in the British Empire.

### NATIONAL TRADE MARKS.

Expert opinion from all parts of the British Empire, says the New York Sun, has rendered a verdict against the adoption of a national trade mark to distinguish British goods in the markets of the world. The Board of Trade Committee, which has been deliberating since last year, also went on record against compulsory mark-

ing of foreign made goods sold in the British Empire.

The decision against the national trade mark and compulsory marking of foreign goods was prompted by the arguments of international traders, who objected to being hindered in obtaining supplies wherever it best suited them. They asserted that British export trade would be destroyed or severely impaired if all British goods were marked, for any goods imported from overseas and sold by an English merchant to a foreign customer, minus the British mark, would be recognized at once as coming from England the jobber and not from England the manufacturer. It was contended also that if foreign goods were barred from British markets unless they displayed the name of the country of origin a free advertisement would be given to foreign merchandise.

The committee did not condemn marking high grade British goods with the words "British made," but it warned against the danger of promiscuously stamping all British brands would be lowered.

International action was advocated to obtain more nearly uniform methods in all countries for the protection of registered trade marks. In the United States the committee would like to see the use of British emblems and hall marks as trade marks hidden. It urges representations to the Federal Trade Commission to this end. The committee is strongly in favor of any measure that will prevent misrepresentation through use of misleading marks. This is aimed, no doubt, at the German manufacturers who have been using Swiss or Scandinavian markings on goods sold in England.

When the committee first started its deliberations there was a strong feeling in England that Germany's successful use of a national mark before the war might well be imitated by England. But the adverse decision is a reflection of the English intuition which utterly condemns anything that would tend to narrow the scope of British trade ideals or that would result in provincial rather than international practices.

Germany's pre-war trade position differed widely from the present position of England. German's export trade was negligible. England's export trade is large and extremely important. The brains could produce quality merchandise at prices no higher than those asked by other countries for inferior grades. England cannot do this, for her production costs, if not so high as our own, are much higher than the costs of Continental manufacturers. England must meet circumstances almost exactly the reverse of those surrounding German trade before the war.

It is doubtful whether a national trade mark just now would be of use to any country. The war has caused prejudices in all countries in favor of domestic good and has set up foreign exchange barriers in Europe that make it a patriotic duty for Europeans to avoid foreign goods.

### MR. WIGMORE AND ST. JOHN.

The banquet tendered to the Hon. R. W. Wigmore on Thursday evening was a tribute by his fellow-citizens to a man who has "made good" in the past, and from whom a good deal is expected in the future. It was unnecessary for the hon. gentleman to assure his friends that he does not intend to be merely an ornamental representative of the province in the Government; those who have watched his public career down to the present time have come to realize that, given reasonable opportunity, he will usually have something to show for his activities.

No man is better acquainted with the needs of the port of St. John than Mr. Wigmore, and knowing these needs as he does, he will know further how to go to work to get them attended to. One thing that should render it easier for him in this respect is the fact that the Prime Minister has seen for himself what an important part the port of St. John must play in the transportation services of the Dominion, and of the consequent necessity that exists for the shipping and other facilities to be increased in order that that part may be played to advantage. It is idle to expect the foreign trade of the country to expand to the extent that it easily may, unless proper inlets and outlets are provided for it; and it must not be forgotten that for six months of the year the chief gateway on the east coast is the port of St. John.

The future welfare of the city and port is not a matter of politics in the sense every citizen no matter what his opinion may be is equally interested in seeing that St. John gets all that can reasonably be obtained to

enhance its usefulness from a national standpoint; and there are few, if any, citizens but will feel that the city's interests are in safe keeping as long as Mr. Wigmore has them in charge.

### RAILWAY TRAFFIC IN THE UNITED STATES.

The immediate outlook for those residents of the United States who are compelled to make use of the railways to any great extent either as passengers or as respects freight does not look very promising, for that the award increasing the wages of railroad employees will be passed along, in the final settlement, to the public goods without saying. There is no other solution. The railroads are still yielding deficits in operation and cannot work out of increased expenses, except by raising their rates, and when this is done the public pays.

The railroad managements suggest that the passenger traffic share in the increase of rates that must be made to take care of the advance in wages. It is probably a fair suggestion. After the railroads were handed back to their owners by the Government a petition for permission to increase rates was filed by the railroads in order to make it possible for the roads to earn the return that is guaranteed them and which the national treasury must make good if the roads do not obtain sufficient revenue to acquire it.

According to the Bangor Commercial, the roads wish to raise about \$4,000,000 additional revenue as already asked, and now must raise about \$600,000,000 more. The first sum, it is planned to take care of by elevating the freight rates, the second is proposed, or will be proposed, to look after at least in part by increasing passenger tariffs.

If the passenger rates are increased the general public will for the first time realize what the increased railroad wages mean to them. Some gain such knowledge through freight bills, but the facts will be more generally borne in when every traveller finds that the price of his transportation has advanced.

It is to be noted that this week the Pennsylvania railroad has announced its intention to lay off some 12,000 employees in its eastern operating division because they are not needed and it is very likely that many other roads will follow the example set by the Pennsylvania. The latter action may breed trouble, for there are already threats of action against the Pennsylvania and it is claimed that the action is taken because employees have been on strike. But it has been everywhere believed that under Government operation many more employees were used than needed. This does not hold on all roads and may not be a general fact, but evidently the Pennsylvania believes that it can curtail to advantage.

### WHAT OTHERS SAY

**A Curious Anomaly.**  
(Regina Post.)  
Grapes in the Niagara Peninsula sold for \$20 a ton before prohibition. Now they bring \$100 a ton. Under prohibition even dandelions may develop a cash value.

**Under Which King, Bezonian?**  
(Toronto Mail and Empire.)  
President Moore, of the Trades and Labor Congress, serves notice on the Labor section of the Drury Government that the Labor movement is strongly supporting the Hydro-Radical project. The Labor Ministers concurred in the investigation programme. Which boss do they serve?

**Room at the Top.**  
(Lethbridge Herald.)  
There is room at the top in Canada despite what some of the proletariat claim. Arthur Meighen, Canada's new Premier, was a chore boy on a farm not so long ago and it is only fifteen years since the new Minister of Customs was driving a milk wagon in St. John, N. B. Hard work and confidence in one's self are assets worth while to men in any occupation.

**More Fatal Than the War.**  
(Quebec Telegraph.)  
Sir Arthur Currie has made the important statement to the Presbyterian Assembly in Ottawa that we had lost more men from tuberculosis than on the battlefield, and that this matter, as well as that of venereal diseases, must be dealt with in an open manner. The ex-commander of the Canadian army in Europe is in a position to know what he is talking about and his utterances on such matters are of the greatest importance. Other authorities, medical and otherwise, whose dictum is beyond question, have given us the same assurance. The foe so indicated by them demand our serious study and attention.

**Bird Protection.**  
(Hamilton Times.)  
Within the past few years bird protection has become a live question in Canada and in the United States. The needless slaughter of the feathered tribe that was carried on for years was having its natural result; many races of birds were being exterminated. Everybody who had a gun went out to shoot, and the slaughter sense of the value of bird life prevails, and instead of the shotgun many carry a camera with which to take snapshots of their bird friends.

### THE LAUGH LINE

**Provident Girl.**  
"Have you been touching the barometer, Jane?"  
"Yes'm. It's my night out, so I set it fine."

**Reason for Belief.**  
"Does your wife believe what the outboard says?"  
"Yes," replied Mr. Meekton. "And she's right. If my wife puts her hand

## Benny's Note Book

BY LEE PACE

I was thinking about doing my housework and pop was reading the sporting page with a unsatisfied expression, and I said, G. pop.

G yourself, sed pop.  
I certainly am lucky, pop, I'm lucky as anything, I sed.

Sure you are, sed pop, yours the luckiest boy in the world, arent you the only boy thats got me for a father?

Well I dont mean that, pop, I mean I bin lucky lately, I sed, if I told you I fell 3 stories this morning and never even hurt myself would you believe it, pop?

I would not, and you better not tell me, either, sed pop, Ive had enuff of your exaggeration.

That aint no exaggeration, pop, I fell 3 stories and never even hurt myself, and I bet I could fall 4 and not feel it either, sed pop, I sed, wats you want to bet, pop?

Do you want a whipping, how dare you lie in cold blood in that manner? sed pop, and I sed, I aint lying in any cold blood, pop, do you want to know how I did it, pop? I was reeking for something and I couldn't reach it, so I put 3 books on top of each other and stood on them and lost my balants and fell off and never even hurt myself, and the 3 stories was Fred Fernot in a Aircroplane, Around the World in 80 Days, and Fred Fernot With the Savages in the Jungles.

Well ill be darned, sed pop.  
Yes sir, I sed.

Have you got any home work to do, sed pop.  
Well do it, sed pop.  
With I did.

on a outja board its going to say what she believes, or nothing."

Incontestable.  
"Do you suppose there ever was a human being who didnt talk about his neighbor?" asked the cynical man.

"Sure," said the genial citizen.  
"Name him."

"Robinson Crusoe."

Garden Luck.  
"Is your husband having any luck with his garden?"

"Oh, yes. He got a sunstroke and collected \$200 health insurance."

A Very Green Old Age.  
"What an interesting man your grandfather must have been!"

Guest—"Well, since you are so pressing I will."

Small Boy—"Now, mother, remember your promise that if you had to cut the second cake I could have a piece."

Not Altogether Disinterested.  
Small Boy (politely)—"Won't you take another piece of cake, Miss Jones?"

Guest—"Well, since you are so pressing I will."

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### TRADE ENQUIRY.

An exporting firm at Cincinnati, O., has asked the Board of Trade for the names of hardwood lumber manufacturers in New Brunswick.

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2 ply, per roll, 4.75  
3 ply, per roll, 5.30

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SUITS—  
Worth \$48.00  
Sale price \$33.00

SUITS—  
Worth \$42.00  
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SUITS—  
Worth \$35.00  
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