

Totay, Real values a superintendent of the Portsmouth dock yard, now on hi way to Japan to study condition there, said he understood from Ad miral Kingsmill before leaving Eng land that the Canadian and home gov einment ministers had already react ed some understavding on the forr Canada's navy, should take. He di not think Ger anny was building ship

Washington, D. C., Aug. 27.—Yes-erday was the last day of the period





GREATER ST. JOHN

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Representatives Return from J. W. McCready of Fredericton Meeting of Maritime Board President - Mayor and of Trade - P. G. Mahoney Council of Windsor Inform-Hurt in Accident. ally Receive Delegates. Sackville, Aug. 27.—A former Sack-lle resident, Mrs. Thomas Egan, assed away in Vancouver, B. C., on hursday. Her husband, Captain Windsor, Ont., Aug. 27 .- The 12th annual convention of the Union of Canadian Municipalities opened in the City Hall this morning. Delegates gan, died here seven years ago after hich she removed to Vancouver eccessed which she removed to Vancouver, becaused was 80 years of age and we leaves to mourn two daughters, Mrs. vet John A. Bowser and Mrs. Fred Copp, Ea and three sons, John, Isaac and Fred, all of whom reside in Vancouver, with three sons, William, Harvey and Bar-Ma low, who live in the United States. Cit Mrs. Egan was a daughter of the late Isaac Crocker of Wood Point, and two borthers, John and Jacob reside there. The remains will arrive here on Wed-Un nesday accompanied by Mr. and Mrs. a Fred Egan and the funeral held from Main street Baptist church on Thurs-day. the City Hall this morning. Delegates were present from as far as Vancou-ver in the West and Halifax in the East. The convention proceedings to-day consisted of registrations, intro-ductions and an informal reception by Mayor Sheppard and members of the City Council. The delegates were called to order by J. W. McCready, City Clerk of Fredericton, N. B., president of the Union of Canadian Municipalities, and a short session of the executive was held.

NION OF CANADIAN

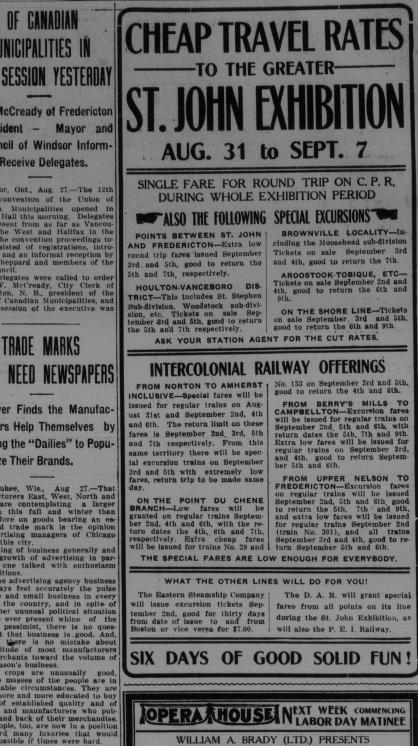
MUNICIPALITIES I

day. Much sympathy is felt for Mr. and Mrs. William Hicks who removed from here to Amherst, in the fatal accident which befell their two year old son Basil, on Saturday morning. While riding on the back of a wagon on the Amherst streets he jumped off in front of an automobile one of the wheels passing over his head. He was taken at once to the office of Dr. Avard and expired almost immediately. Several SAYS TRADE MARKS NEED NEWSPAPERS **Observer Finds the Manufac**spired almost immediately. Severa ther children are left the bereaved turers Help Themselves by

NEWS LETTER

b) Starting of the office of Dr. Avard and expired almost limitediately. Severated parents.
Myrti Lodge, I.O.F., installed officers recently. District Deputy Grand Master Dr. Burrill of Amherst best Pickers (Son, W. S. Teed, Guard, G. W. Cole, C. G. Rev. J. S. McFadden; R. S. N. G., J. W. Wheeler, L. S. N. G. H. S. Richardson; R. S. T. Abbott; J. P. G., J. A. Wueler, T. S. N. G. H. S. Richardson; R. S. T. Abbott; J. P. G., J. A. Gowartt, Chap. G. Regengen.
Merann S. Murray of Murray Corner let for Staturdity of Chatlam to take the position of instructor of manual it training in the public schools.
Mr. and Mrs. H. D. Heckbert and magner, accompanied by Mr. and Mrs. A. W. Watters, made a motor trip to Sackuille and Amherst Last week.
Mr. and Mrs. S. W. Semann of Mourton are spending some line in the St. John Hooptita is returned home improved in heatht. W. A Nelson of St. John made business trip here last week.
Mrs. Walter Sears who has spening in the public schools.
Mrs. Walter Sears who has spening of business for every created the St. John Hooptita is returned home improved in heatht. W. A Nelson of St. John made business trip here last week.
Mrs. Walter Sears who has spening in a few days at the former in the St. John Hooptita is returned home improved in heatht. W. A vard and George A. Pavent, if F. Alikon are spending a shott. F. F. Alikon are spending a shott. F. Anteo and Attender Mat week at Truno. N. S. Tread-right is a secorted positon on the WoodSck schools.
Mrs. Walter Sears who has spening a few days at a back of their grander and attender the meeting of the work of the grantmat trains to ward has week at Truno. N. S. Tread-Resert and the merchantise of the sponing a shott. F. Alikon are spending a shott. F. Alikon are spending a shott. F. Alikon and sectim Mitchell, of the local the the story of his product in the ming sto frame and the the story of his product in the minfacturers in

Aritval or an analysis of the same time the manufacture of the blow. His sor's mill at Cahoun's near is represented by dealets, and once is a struck on the advertising can be combined with oulder by a deal and knocked the publicity of the local dealer of the blow. His is although painful are not of a both derive a greater benefit from i "At the same time the manufacture ers with mational distribution are fin ers with newsnapers valuable for loc erious character, which was consid-red miraculous under the circum-



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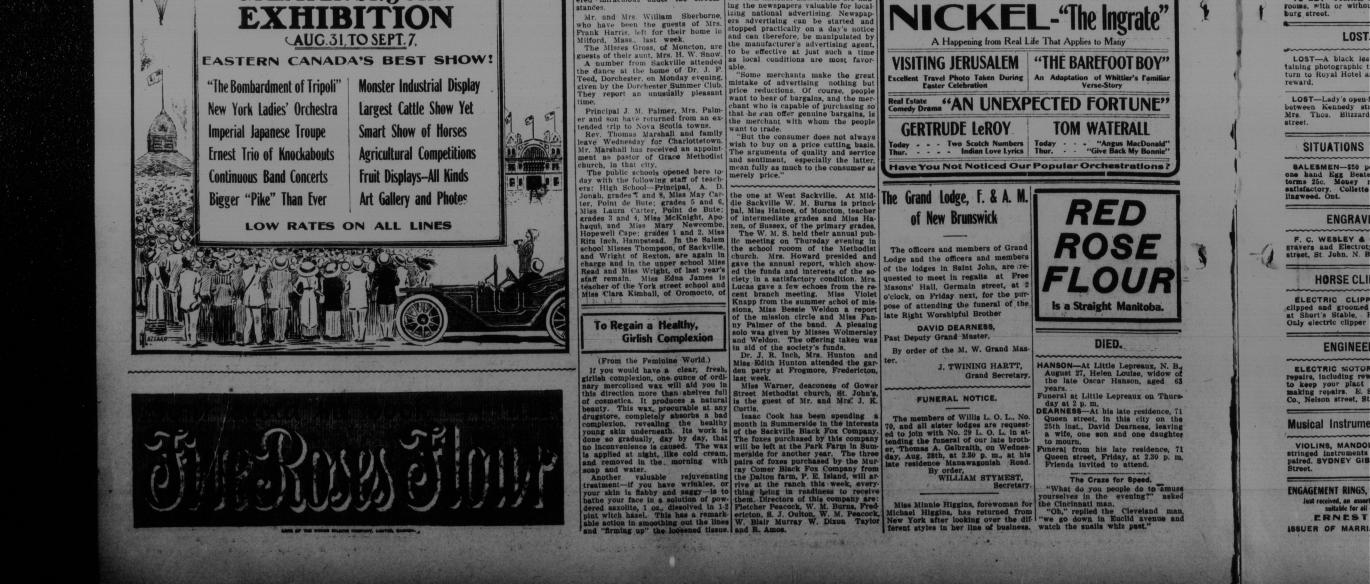
farm formerly ov by the late David 67 acres, opposite 11c. Lomond Road, St. Jo 20 acres cleared ready Also a desirable owned by the late Ro taining 160 acres Pari Kings County, having the St. John River an sley Buildi

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ST. JOHN, N. B., WEDNESDAY, AUGUST 28, 1912

jections, which have been raised, by a memorandum tached to the bill, but his defence in no way saves the tional reputation. "It might have been written," as le London Mail aptly expresses it, "by a pettifogging fictor rather than by the chief of a great Republic." Prom an international standpoint, the objection taken against the discrimination in favor of United States astwise shipping, which is allowed passage through e Canal free of tolls. This feature is a direct violation e Canal free of tolls. This feature is a direct violation for the state of the following spirited phrases: "There must pacesserily be legislation the same set of the following spirited phrases: "There must pacesserily be legislation the same legislation of some legislation for some legislation of some legislation for some legislation of some legislation of some legislation for some legislation of some legislation for some legislation of some legislation for some legislation of so wise suppose a suppose with a suppose of the following spirited parages. The suppose is the suppose of the supp whether the whole problem in the immediate future. In evenent which prevented the building of the was naturally taken to mean that a bill would be intr duced forthwith, but Mr. Asquith coldly announced th A provision in Article III of the Hay-Paunce nothing could be done before next session. In other

and a provision in Article III of the Hay Paunce of Article Article

t subject to international adjustration. The obvious retort of other nations will be sharp assures of retailation. Indications to that end have en very general. A notable contribution on this point international and Naval law, is quoted as follows: International and Naval law, is quoted as follows: Concernment desires is mining any any for the subject of the

Powers, but economically it affects the shipping s of all nations. Great Britain may thereregarded as in a certain sense holding the

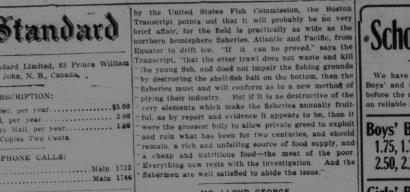
ate from all these nations. In the tolls question the United States is not seeking to protect any justifiable interests or national safety but simply and solely to satisfy its greed by

grasping an advantage over other Maritime Powers. On this point there is a solidarity of interests among hese nations. It is for them to consider whether hey shall not take reprisals which will convince the ited States that its policy of unequal treatment the Maritime interests is bad business. For Germany, **particularly**, this matter affords

new and striking proof of the fact that especially in its dealings with the United States it must maintain, with as sharp measures as may be necessary, Bis marck's principle of never seeking to get political advantages by conceding economic favors. It is not only desirable, but necessary, that the German Government leave the United States in no doubt as to its firmness of purpose to enforce these principles in all

There are several other features of the bill to which

The New York-Sun in a brief but scathing summary thus defines the situation: "President Taft's sincere and disinterested friends will regret both his approval of



MR. LLOYD GEORGE.

ST. JOHN. N. B., WEDNESDAY, AUGUST 25, 1912 THE PANAMA CANAL LAW. With the choice between a veto and approval put guarely before him. President Taft has signed the Pan-ma Canal Bill, shielding himself behind the excuse that it is absolutely necessary to have the bill passed at this bession." It is true he attempts to meet the Internationan bjections, which have been raised, by a memorandum statched to the bill, but his defence in no way saves the

The Hay-Pauncefote treaty was signed by only Fowers but economically it affects the shipping situencies. As matters stand, Mr. Lloyd George is dis trusted by the Nationalist and Labor parties; he is sus nected by the moderate Liberals; and he is privately crit cized by most Ministerialists because of his arroga and hopeless attitude towards the doctors regarding th insurance Act. In spite of all this, Mr. Lloyd George not likely to retire. He does not belong to the scho of hyper-sen itive politicians

OWNERSHIP OF RAILWAYS.

Statistics recently compiled show that of the 638,61 miles of railways in the world, 450,659 miles, or 70.57 pe cent., are owned by private companies and 187,952 miles or 29.43 per cent, are owned by governments. In some countries, as in Holland and Austria, certain lines are owned by the government but operated by companies

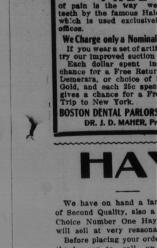
yet no State lines; in Germany there are 34,548 miles of State lines and 3,364 miles of private lines; in France 25,

There are several other features of the bill to which from objection is taken in the United States. One is a provision that no steamships owned by a United States railroad shall enter the Canai, while ships owned by railies of private and 1.715 miles of Government lines. Australasia has 1 234 miles of private and 17,95 miles of the day we expect our next big rush dustralasia has 1 234 miles of private and 17,95 miles of the day we expect our next big rush dustralasia has 1 234 miles of private and 17,95 miles of the day we expect our next big rush dustralasia has 1 234 miles of private and 17,95 miles of the day we expect our next big rush dustralasia has 1 234 miles of private and 17,95 miles of the day we expect our next big rush dustralasia has 1 234 miles of private and 17,95 miles of the day we expect our next big rush dustralasia has 1 234 miles of private and 17,95 miles of the day we expect our next big rush dustralasia has 1 234 miles of private and 17,95 miles of the day we expect our next big rush dustralasia has 1 234 miles of private and 17,95 miles of the day we expect our next big rush dustralasia has 1 234 miles of private and 17,95 miles of the day we expect our next big rush dustralasia has 1 companies. These figures, as The Railway Age Gazette says, show that private ownership is still overwhelmingly the railway and full information mailed to any dolicy of the world. Public ownership of railroads is not nearly so loudly advocated now as ten years ago.

Current Comment



ring to the suggestion that vy question should be taken out tics the Minister of Justice was



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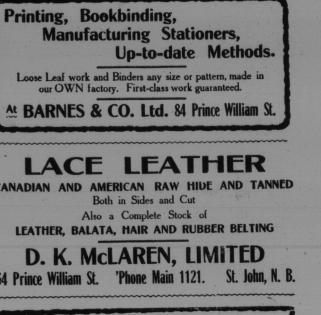
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that the percentage of those operated by the govern is less than the ownership figures would indicate. In Great Britain and in the United States there a 120 miles are owned by companies and 5,499 miles by the Government. Spain has no State lines, neither have

• the Panama Canal Bill and the memorandum in which • he defends that act. The opportunity to blunder ex-· isted. The President embraced it. The Sun's opinion • of this misshapen measure has been adequately set • forth. It is unnecessary to repeat of the law what was forth. It is unnecessary to repeat of the law what was
said of the bill. What foreign and domestic complica tions, political and economic, the enactment will passage
cipitate the incidents that have accompanied its passage
sufficiently indicate. The United States will have

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ag the scope of the impending investigati

Drop Politics. (Toronto

(Toronto Daily News.) That small section of the Liberal press which is try-

Principal of p

S. KERR,

matter of naturalization in the second secon

inions. According to Hon. Mr. Doherty, the anadian premier's visit to France as most acceptable. They had re-dived a hearty welcome there from reryone with whom they had come to contact. Hon. L. P. Pelletier was o have come back on the same boat as the minister of justice, but was etained at the last moment on busi-ess connected with his department, and Mr. Doherty anticipated that he as probably taken passage with Hon.

ying with Mr. Re gh, the country

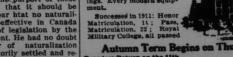
ian docked and proceeds theau, where he was met h and will stay for two rest until Tuesday or We ht, when he will in all lik straight through to Ottaw

82 Prince William Street, St. John, N. B. Empire Naturalization

Speaking of his own department the Minister of Justice said that in addition to submitting the marriage case he had held several interviews with the Home Secretary with regard to the proposed legislation, having for its object the making of natural zation granted in the United Kingdon and in each of the Dominions effect tive throughout the Empire. Such suggestions as had been put forward by Canada had been readily accepted by the representatives of the

Upper Canada College

In suggestions to suggestions to suggestions but by Canada had been coopered by the representatives of these Mother Country, the purport of these Mother Country, the suggestions being that it should by made perfectly clear htat no natura ration should be effective in Canada except in virtue of legislation by edian parliament. He had no description of the set of



s, Saturday, Sept. 14th.



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