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SAINT JOHN, MONDAY MORNING, MAY 1, 1911.

THE WINTER PORT AND RECIPROCITY.

It was to be expected that both the Telegraph and Times would make at least some attempt to answer the arguments against the Reciprocity pact presented with much force and clearness by the speakers at the meeting in St. Andrew's Rink on Friday evening. The combined efforts of these obedient servants of the Laurier Government to present a case for the agreement must, therefore, have proved singularly disappointing to their friends on Saturday. They had no effective reply to make and were driven as a last resort to quoting a few brief extracts from the speeches of Mr. Ames, Professor Leacock, and Dr. Daniel, with the addition of such remarks of their own as "not supported by any convincing evidence," "entirely groundless," "not likely to impress the Canadian electorate," "there is no ground for fear," "the argument is not sound," and so forth. All of which goes to show that here in St. John, as in all other parts of the Dominion where the weakness and folly of the Government's policy have been exposed by sound and convincing argument applied to local conditions, no effective answer is forthcoming.

No subjects are of more interest or of more importance to St. John than transportation and the development of the winter port. Mr. Ames brought the situation right home to the people of this city by directing attention to the way in which the agreement, if it becomes law, will affect the trans-Atlantic trade through St. John. In view of recent developments in Boston, his arguments on this point are especially worthy of detailed consideration.

Exports which originate in the West, he contended, will, in a large measure, be diverted at their source. The stream at its origin will hereafter flow from North to South, not from West to East. It needs but a glance at any railway map of Western Canada to prove the truth of this statement. The Hill lines are already on the border, only awaiting an assurance that freight can be secured by the removal of the tariff bars to push their branches in Canada.

In support of his contention Mr. Ames pointed out in referring to grain, which now comes from Manitoba over Canadian railways, via Canadian canals, to the Winter Port, that if American prices rule higher in the West the grain will go down to Minneapolis, there to be mixed with softer American grain, ground into wheat and exported to the markets of the world. The United States is a grain-exporting country and will long continue to be such, and for every bushel of Canadian grain that comes in from the North, a bushel of wheat or its equivalent in flour will pass out at New Orleans, New York, Boston or some other American port—but not by the port of St. John.

Dealing with other classes of Dominion products which go to make up the total of \$25,000,000 passing through this port, Mr. Ames quoted the opinion of cattle exporters who state without hesitation that under Reciprocity Canadian cattle will be shipped to the stockyards of Chicago and be exported as meat products—but not by the port of St. John. Bacon will receive its deathblow, owing to the intermittent supply of hogs consequent upon Reciprocity. Canadian cheese exporters look to a loss of the British market for their cheese owing to the difficulty that in future will exist to keep the Canadian brand distinct and separate. If cheese passes indiscriminately over the border, the high prices now commanded by Canadian brands cannot be maintained.

It was a telling indictment against the pact as affecting the interests of St. John. The articles quoted by Mr. Ames make up the greater part of the commodities, the produce of Canada, now shipped through this port. If the supply be diverted at its source and outgoing cargoes become unobtainable, the result is obvious—fewer ocean going steamers, less business, and employment, a decline in prosperity.

It is worth noting that both the Telegraph and the Times in their feeble efforts to offset Mr. Ames' arguments cling desperately to the contention that one third of the exports through this port originates in the United States and comes here, as the Telegraph remarks, "because this is the better route." But signs are not wanting that if the Reciprocity Agreement becomes law "the better route" will find its outlet at an Atlantic port on the American seaboard. To any observer of affairs in the United States, one of the most remarkable results following the campaign for Reciprocity has been the stimulus given to the development of the ports of New York, Boston and Portland.

Take as an example the trend of events in Boston. On Thursday of last week the city of Boston, through Mayor Fitzgerald, transmitted to the directors of the Grand Trunk an invitation to establish a terminus of the railroad in that city. This action was the result of a campaign in which the press, the leading business men, the labor interests and the public generally were united. The Grand Trunk is seeking a new terminus in New England and is said now to regard the port of Boston as preferable to all others. Mr. C. M. Hayes, the president, has indicated that he would not be averse to going there.

The resolutions passed by the Boston City Council and the letter from Mayor Fitzgerald which accompanied them, are full of significance for St. John:

City of Boston, Office of the Mayor, April 26, 1911.
To the Directors, Grand Trunk Railroad, Ottawa, Canada: Gentlemen: The following resolutions were passed by the Boston City Council at its meeting of April 24:

"Whereas, the bill to establish reciprocal relations between the United States and the Dominion of Canada has been favorably considered by the national House of Representatives; and

"Whereas, the adoption of the measure by the Senate of the United States seems assured; and

"Whereas, the final passage of the bill will result in a general revival of commercial development in New England; therefore

"Be it resolved, that we, the Council of Boston, in meeting assembled, do heartily endorse the movement for the establishment by the Grand Trunk Railroad of a terminus at Boston; and be it further

"Resolved, that copies of this resolution be forwarded to the directors of the Grand Trunk Railroad."

"As Mayor of the city, I feel it my duty to express my approval of these resolutions, and to assure you that

the citizens of Boston would welcome the establishment by the Grand Trunk Railroad of a terminus in this city. The entrance of your road into Boston would complete the natural trade route, with a satisfactory outlet, from the northwestern provinces to the sea, and the Dominion of Canada would participate in its advantages no less than the city of Boston and the transportation company. I have been glad to further such a mutually profitable arrangement, and trust that the plans which are said to be under way may be carried to a successful issue.

"Very truly yours,
"JOHN F. FITZGERALD, Mayor."

Mayor Fitzgerald is further advocating the expenditure of at least \$1,000,000 on the South Boston water front and urging that private individuals should be allowed to develop that part of the harbor. Why this sudden activity on the part of our neighbors to the South to develop and enlarge their transportation facilities? Because they believe the adoption of the bill to establish reciprocal relations between the United States and the Dominion of Canada, seems assured; and because the entrance of the Grand Trunk into Boston "WOULD COMPLETE THE NATURAL TRADE ROUTE WITH A SATISFACTORY OUTLET, FROM THE NORTHWESTERN PROVINCES TO THE SEA." Yet Mr. Pugsley's organs, while continually boasting of the coming development of St. John under his fostering care, are now supporting the pact and have no better argument to submit than the St. John will continue to get United States exports "because this is the better route." How long, it may be asked, will St. John remain the better route or retain her hold on Canadian freight when the Grand Trunk has a terminus in Boston and the other Atlantic ports in the States are prepared to handle all the traffic which they are convinced under Reciprocity is bound to come their way?

Mr. Ames put the case clearly and concisely before the people of this city when he cited what occurred under Reciprocity half a century ago. In 1854 the total carrying trade of the St. Lawrence aggregated \$33,533,138 but in 1855 it had fallen to \$15,208,600. Ship tonnage going to sea from Montreal and Quebec in 1854 amounted to 1,487,097 tons; in 1855 to 870,794 tons. The exports from Canada (Upper and Lower) were \$42,000,000 in 1854, and \$25,000,000 in 1855, while Canadian canal tolls declined 32 per cent.

Reciprocity was in force from 1854 to 1856. Mark what happened at the end of the period. The figures apply to the port of Montreal, but are equally significant for St. John. The imports of Montreal in 1855 were \$19,843,448; in 1856 they were \$28,793,221, an increase of 45 per cent, while in 1857, they stood at \$28,378,117. Three hundred and fifty-eight vessels came to the port of Montreal in 1855, the year before Reciprocity was abrogated, and 516 vessels arrived in 1856, the season after the agreement terminated.

No argument has been put forward even by the most rabid supporters of the agreement to show that the ocean ports of Canada will gain any increase in trade under the changed conditions. The weight of evidence is overwhelmingly the other way. Mr. Ames' summing up of the situation is unanswerable—"Canada has expended many hundreds of millions on railways and canals to encourage east and west trade. She is spending many millions in equipping ocean ports to handle this traffic at the seaboard. Is it not short-sighted policy to enter into trade arrangements, which would make the diversion of this trade and its exit through foreign ports a certainty?" St. John as a Winter Port, in my judgment, will suffer severely if this "arrangement" be allowed to pass, and no lavish expenditure on public works will make good the loss of your "winter export trade."

WHY THIS HONOR?

The Militia orders of 15th April contain the detail of the Coronation contingent which will include representatives of every regiment of cavalry, brigade or independent battery of field artillery, battery of heavy artillery, company of garrison artillery and engineers and infantry regiment in the Dominion except the following:

3rd, N. B. Regiment of Artillery.
1st Princess Louise Fusiliers (Infantry).
50th Light Rifle (Prescott, Ontario).
Of the mounted troops which will send representatives, the 27th Light Horse, 28th Dragoons and 29th Horse had not even an officer when the last Militia list was issued on January 1. The Queens and Sunbury volunteers who are being organized into a regiment under Lt-Col. McLean, have never as yet been in camp. The same is true of the 72nd and 104th Regiments, yet these bodies are all to be represented.

The local Artillery force has existed in some form for 118 years, being the oldest colonial military organization in the Empire. It was organized as a regiment in 1838 and from 1859 when there was a great revival in military matters in this Province, it has been an important factor. Today that regiment is stronger both in officers and men than it has been at any time in the past ten years. It is understood that in obedience to orders one representative from each battery has been named, but at the last minute the Regiment has been withdrawn from the list, forming one of three exceptions among the whole Militia of Canada.

Just at this time, too, the Evening Times suggests, without the slightest justification, that there is trouble in the Regiment. The Standard is assured by representatives of all ranks in the Regiment that there never was a time when the feeling within the Regiment was better or more harmonious. The Times also suggests that the Regiment will not be permitted to drill this year. The question which naturally arises is for whose political sins is this fine old Regiment being made to suffer? Or what military body will profit by the withdrawal of the 3rd Regiment from the recruiting ground?

It would be well for Mr. Pugsley to remember that there are Grits as well as Tories in all ranks of this Regiment and that no man has ever been received or rejected by the Regiment because of his political affiliations. The minister and those who control his patronage may drag politics into the Militia if they will, but if they do they will not escape the penalty.

Current Comment

(Louisville Courier-Journal.)

Why not give the back yard a chance? Why not make it ornamental as well as useful? Why not give it a bath, a shave and a shine with the same regularity that those courteous attendants are extended to its pampered neighbor, the front yard?

(Hamilton Spectator.)

So Taft would if he could spoil the programme of Imperial preference which will finally weld the Empire into a great and indissoluble whole. Pretty smooth for Mr. Taft, but it doesn't sound good to Canadians.

(Winnipeg Telegram.)

The people of Canada must decide this question of Reciprocity to their triumph or undoing, and not a fossilized junta of decrepit mediocrities at Ottawa.

(Cleveland Leader.)

In these spring days it is well to call a spade a spade, but what are you to call a garden rake when you step on it and the handle hits you in the face?

OBITUARY.

Mrs. Mary J. Rawlings.

Word was received in the city yesterday of the death in Roxbury, Mass., of Mrs. Mary J. Rawlings, widow of the late Richard Rawlings, of the North End. The deceased was in the 67th year of her age, had been ill for the past four months. She had a large circle of friends in this city who will regret to learn of her death and who will extend earnest sympathy to the bereaved children. Three daughters and four sons were left. The daughters are: Mrs. J. Crawford and Daisy, of Roxbury, Mass., and Mrs. L. T. Ling, of Douglas Avenue, William, of Braintree, Mass.; Richard, of Boston; J. N. of Springfield, Mass., and Arthur C. of this city, are sons.

Joseph Dunham.

W. O. Dunham, of West End received word yesterday of the death in Westington Springs, South Dakota, of his oldest brother, Joseph Dunham in the 73rd year of his age. Mr. Dunham was a former resident of St. John west, and a past master of Carleton Lodge F. and A. M. He had been in the west about 35 years and his death occurred at the residence of his daughter, Mrs. J. L. Coram, on Saturday. He is survived by five sons and two daughters, as well as by an aged mother in the 93rd year of her age. He also leaves several brothers and sisters. His brothers are W. O. Dunham, of West St. John, and George Dunham, who was recently in the city on a visit. His sisters are, Mrs. Josiah Webb, of Houlton, Me.; Mrs. Rachel Mosher, of Worcester, Mass., and Mrs. Joseph Dunham, of California. The deceased gentleman made frequent visits to his old home, the last occasion being about five years ago.

Daniel Murphy.

The death of Daniel Murphy, a respected citizen of this city, occurred on Sunday morning at his late residence, 15 St. David street. The deceased had been for many years in the employ of the city. He is survived by his wife, one son, Joseph, of the I. C. R. two daughters in Boston, Miss Nellie Murphy and Mrs. Margaret, and Miss Alla Murphy residing at home. The funeral will be held tomorrow afternoon at 2:30 o'clock.

James Masson.

James Masson, formerly of Fairville, but for several years a resident of Boston, died at his home, Columbus Avenue, on Friday. The deceased was a son of James Masson, of Fairville, and was forty-one years of age. Besides his parents, he is survived by a widow, one daughter, one sister, Mrs. S. J. Worrell, and four brothers, Charles, Frank, Joseph and George, all of Fairville. Magistrate Masson, Charles Masson and Mrs. Worrell left on Friday night to attend the funeral, which took place yesterday afternoon.

James McCaustlin.

The death of James McCaustlin, aged twenty-four years, took place Saturday morning at the home of his step-father, Edward Gillespie, 142 St. Patrick street. He had been ill for some time. He is survived by his mother, two brothers and stepfather. The funeral was held yesterday afternoon at 2:30 from his late residence.

Mrs. Eliza Evans.

Mrs. Eliza Evans, widow of Lt. Col. John Evans, who for many years was one of the prominent residents of this city, died Saturday morning in the 80th year of her age. She was in good health up to the time of her death. She had resided with her daughter, Mrs. James Brown in Britannia street, for some years and Friday night retired in apparently good health. She took a sudden turn Saturday morning, however, and passed away. Her husband was the cause of her death. She is survived by two daughters and five sons. P. B. Evans, North Wharf merchant, is one of the sons. The funeral will take place this afternoon at 2:30 o'clock from the residence of Mrs. Brown.

FUNERALS.

Mrs. Bridget Ring.

The funeral of Mrs. Bridget Ring took place at 2:30 o'clock Saturday afternoon, from her late residence, 101 Duke street. Mrs. Ring was the widow of Mr. Edward Ring. The remains were conveyed to the Cathedral, where funeral services were conducted by Rev. W. M. Duke, after which interment took place in Sand Cove cemetery.

Mrs. Eliza Whitman.

From Windsor Terrace, Rockland road, the funeral of Mrs. Eliza Whitman took place Saturday afternoon at 2:30 o'clock. Rev. W. Lawson and Rev. F. S. Porter performed the funeral services, after which the remains were interred in Cedar Hill cemetery.

Patrick Flynn.

From his late residence, 206 Rockland road, the funeral of Patrick Flynn took place Saturday morning at 8:30 o'clock to Holy Trinity church, where Requiem High Mass was celebrated by Rev. J. Walsh. The remains were interred in the new Catholic cemetery. Relatives acted as pallbearers.

Mrs. Rose Pardillo.

The funeral of Mrs. Rose Pardillo, widow of James Pardillo, of Boston, took place Saturday afternoon at 2:30 o'clock from the home of her brother, Frank McCabe, Gilbert's Lane. The remains were conveyed to the Cathedral, where funeral services were conducted by Rev. Michael O'Brien. Interment took place in the new Catholic cemetery.

Home-seekers' Excursions.

The Grand Trunk Railway has issued a circular authorizing all agents in Canada to sell Home-seekers' Excursion tickets to points in Western Canada. This is interesting information for those desiring to take advantage of these excursions on certain dates from April to September, 1911. The Grand Trunk Route is the most interesting, taking a passenger through the wooded cities of Canada, through Chicago, and thence via Duluth, or through Chicago and the twin cities of Minneapolis and St. Paul. Ask Grand Trunk Agents for further particulars.

HOTELS.

Royal.

C. R. Turner, A. G. Shoolbred, Montreal; W. M. Gifford, P. P. Little, E. A. Wilkinson, Toronto; Mrs. F. B. Black, Mrs. H. M. Wood, Sackville; E. R. Macdonald, R. A. March, Hampton; J. O. Rennie and wife, Halifax; J. A. Lane-Morrissey, Boston.

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