

The St. John Standard

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MR. PUGSEY'S VAPORINGS.

A column interview in his organ, the Telegraph, is always to be expected from Mr. Pugsley when he visits this city. In his latest effort to secure publicity he attempts to criticize the Government as usual and professes to believe that the facilities at this port have been steadily developed on the West Side and in Courtenay Bay. With regard to the Transcontinental the Government have the situation well in hand. It is not to be expected that arrangements to be made should be disclosed at the bidding of Mr. Pugsley. His vaporings will carry no weight and only make him the laughing stock of the community.

There are few subjects on which Mr. Pugsley can discourse with less credit to himself and the Government of which he is a member, than the National Transcontinental. A little more than a year ago Hon. Frank Cochrane, at the request of Sir Wilfrid Laurier, submitted a statement to Parliament prepared by Mr. Gordon Grant, the chief engineer, showing that the estimated cost of the Eastern Division from Moncton to Winnipeg, when completed, would amount to \$117,726,000 for capital outlay.

Some extracts from a speech by Mr. H. B. Ames of Montreal on that occasion, showing what the full liability of the country would amount to from this colossal blunder, are worth noting. If completed in 1914 the interest will amount to \$16,055,000 and the country will then have to pay interest for seven years more, which will amount to \$39,434,000. If, as will probably be the case, an extra year's interest has to be provided, it will mean an addition of \$4,500,000; so that, as Mr. Ames pointed out, \$60,000,000 of interest is going to be paid by the country instead of \$13,000,000, which was the late Government's original estimate. Dealing with the position of the Grand Trunk Railway, Mr. Ames stated that the company would have to pay interest on \$171,726,000, on betterments \$7,884,000, and on three years' further interest or, in all, an amount of \$201,710,000. That means a burden of \$3,300 per annum on every mile of the road from Moncton to Winnipeg.

"I can tell you," said Mr. Ames, "that the other railways in the country are laughing in their sleeves at the result of this enormous blunder on the part of the late Government," and he went on to show that with this burden the road could never be a factor in reducing freight rates except in one way, "and that is," he continued, "that the Dominion of Canada step in and take a bigger share of the burden than they are carrying today, and if the Dominion is willing to do that it may be possible for the railway to be a relief to the West."

This is the legacy which the late Government, of which Mr. Pugsley was a member, left to the country. The only gratifying feature in this matter is that the surplus revenues of the Dominion in the past have been such as to liquidate so large a percentage of the capital cost of the railway. The development of all the national ports to meet the growing trade of the Dominion is the declared policy of the Government and there is abundant evidence in St. John and elsewhere that this policy is being faithfully carried out. Mr. Pugsley will gain nothing by his foolish and unjustified criticisms of the Government. It would be to his advantage if he followed the practice of his leader, Sir Wilfrid Laurier, who never gives interviews.

A TEST ACTION.

More than a year ago, in March 1912, the militant suffragettes made a window smashing raid in the West End of London which resulted in the wholesale destruction of plate glass in many of the large stores in that locality. A test case, hominously brought by five West End firms, but actually by insurance companies, to decide whether the Women's Social and Political Union, of which all the women were members, was liable for damages was recently tried in the law courts. The jury found for the plaintiffs for \$1,840, the full amount claimed. The defendants were Mr. and Mrs. Pethick Lawrence, Mrs. Emmeline Pankhurst, Miss Christobel Pankhurst, Mrs. Mabel Tuke and Mrs. Justice Darling, in entering judgment with costs, granted a stay of execution in the case.

A TEST ACTION.

Instead of giving so many prizes for the breaking of all kinds of speed records it would be vastly better to offer a valuable consideration to the man who has the necessary courage to apply the brakes.

DIARY OF EVENTS

HISTORIC DAYS IN CANADA

A CANADIAN HEROINE.

One hundred years ago today the Americans, under Lieut.-Col. Charles G. Boerster, occupied Queenstown, after a hurried march up the Niagara River. Boerster, who had a force of 870 infantry, some cavalry led by Maj. Chapin and two field pieces, had been dispatched by Dearborn to attempt the capture of the post and supply depot at the Beaver Dams, eighteen miles west of Queenstown. In the latter part of the day a small and delicate woman, the stuff of which heroines are made, she learned of the prospective attack on the British stronghold, and made a circuitous journey of nineteen miles on foot to the quarters of Lieut.-Col. Fitzgibbon, of the Forty-ninth regiment, who was in command of sixty-six troops and 250 Indians at the Beaver Dams and gave him the information.

In the meantime Boerster, making his way westward from Queenstown, was attacked in the rear by John Brant and a band of Iroquois and Caughnawaga Indians. The Americans pushed forward over Beaver Dam Creek, while the redskins followed on their rear and kept up a galling fire. Soon their camp on Fitzgibbon's little force, which was displayed to such advantage that Boerster believed he was outnumbered, although as a matter of fact the American force was vastly superior. The American commander, deceived by Fitzgibbon's clever ruse, ordered his men to surrender, and the British then advanced upon Queenstown, and occupying that place, soon invested Fort George. That day the British were to the British was largely due to the heroism and patriotism of the Beaver Dams post would probably have been captured.

FIRST THINGS

THE FIRST PRINCE OF WALES.

The first eldest son of an English monarch who styled Prince of Wales was Edward of Carnarvon, afterward King Edward II. The present heir to the British throne, who will celebrate his nineteenth birthday today, is the nineteenth Prince of Wales since the conquest of the Cymrians and the death of Llewellyn at Griffith in 1282. After Edward of Carnarvon, the next no other Prince of Wales until the time of Edward the Black Prince, Richard II and Henry of Monmouth, afterward Henry V, both held the Welsh title before acceding to the throne, but no other bearer of that title was crowned king until Henry VIII.

THE HUMAN PROCESSION

BARON FAIRFAX.

Albert Kirby, twelfth Baron Fairfax of Cameron, the only British peer born in the United States, will celebrate his forty-third birthday today. He is a native of Prince George's county, Md., and still owns a farm in that State, to which he pays a visit every year. Lord Fairfax is a stock breeder, with offices in New York and London, and had acquired a goodly number of dollars before he laid claim to the ancient Scottish title, in which he was continued without opposition five years ago.

The present Lord Fairfax is the son of the eleventh Baron and Mary, daughter of Col. Edmund Kirby, of the United States army. He first visited England at the time of the coronation of King Edward VII, to which he received a special invitation. As his ancestors had lived in America for 170 years, it was necessary for Lord Fairfax to become naturalized as a British subject before he could assume the baronial title.

CAPT. RIVERS BULKELEY.

Capt. Thomas Henry Rivers Bulkeley, aide de camp to the Duke of Connaught, and recently married Miss Evelyn Pitt, lady-in-waiting to the Duchess of Connaught and Princess Patricia, will pass his thirty-seventh milestone today. Capt. Bulkeley is the son of a hero of the Indian mutiny, and began his military career, after leaving Eton and Oxford, as second lieutenant in the Scots Guards, in 1880. He served gallantly in South Africa, and was wounded at Belmont. He was aide de camp to Lord Curzon and to Lord Minto in India before he became equerry to the Duke of Connaught six years ago.

ARGENTINA'S CENTENARY.

Argentina is preparing to celebrate, a year hence, the centenary of its first great victory in the war of independence from Spanish rule. In this battle in June, 1814, as decisive as Waterloo, the Spanish troops were defeated both by water and land, and were forced to abandon the fort of Montevideo, their last stronghold in La Plata provinces.

The centenary of the beginning of the Argentine war for independence was celebrated three years ago. The disturbances which ultimately led to the war for freedom were initiated by the arrival of the Argentine to acknowledge the knowledge of the Spanish viceroys was deposited by the adherents of Ferdinand VII. Having learned that the viceroys, the Argentine determined to throw off all European alliances, and in 1810 was formed the Provisional Government of the Provinces of the Rio de la Plata. A century ago this year the republic was formed, with Posadas as its first dictator. After a period of civil strife between monarchists and republicans, independence was finally achieved in 1816, and the Argentine turned their attention to freeing their neighbors, Chile and Peru.

OPHELIA'S SLATE



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IN LIGHTER VEIN

THE EXODUS.

We are moving to the suburbs. To the country fresh and green, Where no hint of dirt and squalor And of brick dust can be seen. Where life simply is idyllic, And one lolls in happy ease, With no troubles of the city Pressing sore within one's breast.

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How He Did It.

He stopped before a blind peddler and bought a pencil, putting five pennies into the man's hand. "How do you know these are cents I've given you," asked the peddler. "Well, sir, I can distinguish the touch cents by my sense of touch," was the man's prompt reply.

A Scorch.

"How often have you been arrested?" asked the judge. "Oh, lots of times," replied the petty offender. "You see, I used to be in better circumstances, and ran my own motor car."

A Wise Son.

"Father, my watch is mentally deranged," "Why, my son, a watch can't be mentally deranged!" "You see, sir, the jeweler told me today it had lost its balance."

Not Amused.

"Did Mr. Cusmo seem annoyed at your calling with his bill?" asked Mr. Gaskell of his new collector. "No, sir," replied the young man; "on the contrary, he asked me to call again."

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INSURED WORK NEW ED Two Men Struck Fatal—Glancing One from Mortal injuries. Serious accidents day morning to two employed by the J. L. Ltd. in the New Ed. under construction of the harbor. About nine o'clock an Austrian who was laboring work for the struck by a piece of terra, and an ugly accident and a half deep was fortunate man's head. News was summoned and the man was moved to the camp while medical aid was Later in the morning eleven o'clock, George in the employ of the M was struck by a falling beam and severely injured head and shoulder. Tended by Dr. Neve, the man was taken to the towers, and a scuffling falling from carpenters were working of about fifty feet on the head and shoulder a bad wound in the head. Had the man been straight on the man's head probably have resulted in off to the shoulder. Injury was averted, a ugly gash, requiring received in the head, suffered from a badly injured man.

WEDDING St. Michael's Cathedral, Mass. was the scene of an event on Monday morning, when Wm. Q. Louise Walsh, both of whom were united in the holy matrimony. The sacred rite was performed by Rev. Thomas nuptial mass. The bride was dressed in cream silk white picture hat, and bouquet of white roses. Walsh, sister of the bride attendant, was in crepe, with pink picture hat, and bouquet of pink roses. W. P. Walsh, of this city, acted as best man. The happy couple, 11.15 a. m. train for New Brunswick, where they will spend the honeymoon. In a popular post office of his bride is a sister of W. P. Walsh, who is a popular figure in St. John, and is of St. John West, is POPULATION G

Increased Number of "R" Signs an Indicator of Prosperity. "That St. John is a growing city is always seen to the city," remarked a traveler who called here. "A year or so ago the sign was a rarity in St. John. It has become very common in the city. It means progress for it means that the pressure and the growing population in a city where things are still and rents are low take in lodgers. "This particular sign, however, what you good sign. It too often best rooms in the house over to lodgers and to lead a more restricted life."

TOOK LAW COURSE FOR RECREATION. Dr. Edwin C. Reed and Ivy Kellerman Reed, the pen name of Ivy Kellerman graduated from the Washington Law, the Reed already has three degrees of arts, master of art of philosophy. They are "recreation," and they pastime at the end of two of the usual three.