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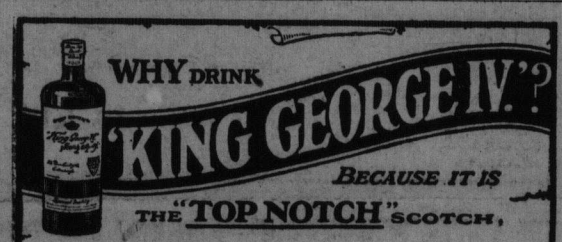
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**CAPT. C. J. MORGAN**  
**DANGEROUSLY ILL**

St. John officer in English hospital suffering from cerebral spinal meningitis

News of the serious illness of Captain C. J. Morgan of the first Canadian contingent will be heard with regret by a wide circle of friends. The words of his sickness were received by his sister, Mrs. F. L. O'Regan, here on Friday night. Further word received yesterday that his condition was



**CAPTAIN C. J. MORGAN**  
still serious. Captain Morgan is at the Netheravon Hospital in England. He was suffering from cerebral spinal meningitis.

**OBITUARY.**

**Mrs. James Wishart.**

Mrs. James Wishart, wife of Captain James Wishart, who was taken ill with paralysis on Friday morning, the 19th ult., died Thursday evening, March 4 at St. Martins, N. B.

The deceased was in her 71st year, and her demise is keenly regretted by her large circle of friends. The deceased is survived by her husband and one daughter, Mrs. Harry W. Sweet, of Port Jefferson, N. Y., and two sons, Benjamin, of the railway mail service, St. John, N. B.; Eric R., of Winnipeg, Man. She leaves an aged mother, Mrs. James Austin Smith, widow of Rev. James A. Smith; two brothers and two sisters as follows: Capt. Benjamin V. Smith, of Liverpool, England; Capt. William L. Smith, of

**EXPERT HERE  
TO LEGALIZE  
TOWN-PLANNING**

**Mr. Adams surprised at excellence of St. John's Water System — Town-planning and Public Health.**

Thomas Adams, the town planning expert of the Dominion Commission, arrived in the city on Saturday. Today Mr. Adams will hold a conference with the city commissioners and the town planning commissioners, with regard to the best methods of applying the town planning act. This evening he will give an illustrated lecture on town planning in the Assembly Hall of the High School. The lecture will be given under the auspices of the Canadian Club, and ladies will be welcome at the meeting.

On Saturday afternoon Mr. Adams accompanied Mayor Frink, Commissioner Wm. W. F. Butt, on a trip about the city, and out to the city's water works. He expressed himself as much pleased with the city's water system and the excellent way the city has safeguarded the lakes from which the supply is drawn.

To a reporter Mr. Adams said the town planning department is a branch of the public health department of the Dominion Conservation Commission.

"So far as beautifying the streets and forming fine park systems are concerned, there will be little done during the war," he added. "But the question of the public health, which is so closely bound up with town planning is a very important one. We have found in Great Britain that it is easier to prevent the growth of slums than to get rid of them after they have once come into existence. In the growing cities of Canada this is a matter of first importance."

"A good deal of interest is now being shown in the question of town planning, that is the regulation of the growth of new districts in such a way as to provide for the most economical system of street plotting, sanitary facilities, etc. This can be done without involving any great immediate expense, while assuring a great saving in the future. Laying out streets so as to assure easy grades means less expense in the matter of traffic, and touches the pockets of manufacturers and merchant."

"Re-planning of districts already built up is another matter, and owing to the expense can only be done gradually, and under the pressure of increasing congestion."

"The New Brunswick Town Planning Act is much better than the Nova Scotia Act," said Mr. Adams. "It gives St. John the power to put a town planning scheme into effect outside the city limits. In a growing city like St. John the sooner the act is applied and provision made for determining the future growth, the better. Already a good many subdivisions have been laid out, which will create something of a problem."

**Why People Feel Depressed  
In The Cold Weather**

Why is tiredness and languor so prevalent just now? A physician explained that the cold of winter drives blood from the surface of the body to the liver. Normally one-fourth of the whole blood supply is in the liver, and when more blood is accumulated there, the liver stimulates the powers, and better remedy comes than Dr. Hamilton's Pills which are composed of such vegetable extracts as Mandarins and Butternut, and possess wonderful liver stimulating powers. It's a marvel the way Hamilton's Pills clear the blood of the poisonous humors. They put new life into worn-out bodies, build up the appetite, bring back a reserve of nerve energy, drive the depressing days of winter and the depressing days of spring. For your health and body comfort get a 25c. box of Dr. Hamilton's Pills today.

**FUNERALS.**

The funeral of Mrs. Lumina Bourque took place on Saturday afternoon at half-past two from the residence of her son-in-law, Dr. J. O. Lupien, 94 St. James street, to St. John the Baptist church, where services were conducted by Rev. W. P. Donahue. The interment was in the new Catholic cemetery.

The funeral of Miss Elsie Covett took place on Saturday afternoon at half-past two from the residence of her late husband, 20 Clarence street, to the Salvation Army hall, where services were conducted. The interment was in the Methodist burying ground.

The funeral of George Wilson took place on Saturday afternoon at half-past two from his late residence, 18 Peters street. The services were conducted by Rev. J. H. A. Anderson. Interment was in Cedar Hill cemetery.

The body of Sadie Clementine McCullum, infant daughter of Mr. and Mrs. Walter McCullum of 61 Water street, west, was laid to rest yesterday afternoon at Cedar Hill, after services at the house.

The funeral of the late Mrs. Elizabeth Perkins of 13 Wall street, took place yesterday afternoon. Many friends of the deceased being present. Services were conducted at the home by Rev. J. B. Champion, interment being at Fernhill.

**POLICE COURT.**

The case of Denis Murphy, reported for going beyond the stand allotted to cabmen at the Union Depot, was stood over until Monday morning.

Michael Hartley, charged for assaulting Officer Corbett, was remanded.

Robert McAllister, for leaving his horse standing on King street for more than five minutes, was fined \$10.

The case of Samuel Carlo, charged with assaulting Helman Takser, was sentenced to a fine of \$20 or two months' imprisonment. Considerable evidence was taken Saturday morning, in the course of which Carlo asserted that Takser had told more than a dozen of his boarders to go to a warmer climate than St. John.

**Pugsley's Lie Quickly  
Nailed by British  
Columbian Premier**

(Continued from page 2)

To deal with these vessels for a moment—Lieut. Jones when they were passed him and they were in every way up to date, splendid craft, and a useful adjunct to the fighting forces of the Pacific. Since the moment they were taken over they have been in constant use. Only a few hours after their acquisition they were on patrol duty off Cape Flattery. They have a steaming radius of 2,500 miles. It is most gratifying to the naval volunteers of British Columbia that I am able to tell the House this afternoon, that for the most part the crews in charge of the ships were recruited from our own boys (applause).

**Praise Naval Volunteers.**

So far as I can learn in the British Navy, it takes some years of training and constant drill and hard discipline before submarine crews are fit for duty. I believe in the custom of recruiting submarine crews, that the authorities take a great deal of care in the selection of the men, as there is much danger in the service, and in the highly technical nature of the operations the crew must have cool heads and steady hands. It speaks volumes for the patriotism, steadiness and valor of our own boys, that while not in the way of knowing all about these ships they were prepared, within a moment's hesitancy, at the call of the commanding officer to go on board and do their best. I was advised that they were handling their ships splendidly only a few days after. I may disagree at the moment, I would express the hope that the people of Canada will give that recognition to the naval volunteer movement, that in my estimation it highly deserves. In my opinion the Federal Government is doing all it can to aid the movement, which had its inception right here in Victoria, and which had as its first sponsor, Capt. Halsey of H. M. S. New Zealand. I feel that I must say the few words of appreciation of the Canadian naval service.

One of the vessels, according to Mr. Pugsley, is almost continuously in dry dock. This is not so. I have not the confidence of the naval department as to why the transactions in the dry dock are day by day, but the statement of Mr. Pugsley that one of the vessels is there continuously or for any considerable time, undergoing repairs is not founded on fact. Hon. gentlemen will understand that fighting machines of this character, made up almost entirely of machinery of a highly technical character, have to be closely watched and carefully attended to. The electrical equipment alone is of a character to necessitate on the part of those in charge, the closest care. But the vessels are here, up to date, modern and efficient, and if the two German vessels had come into our waters, capable of destroying both of them, and if three, the third as well, I do not think the statement is extravagant that we in this city and the people of Vancouver would have been much more than to make it a condition that we were had it not been for the purchase of these two submarines.

Since this Hansard report was distributed I have received a letter from the Seattle Convention and Dry Dock Company over the signature of J. V. Paterson, its president and general manager, which I will trouble the House to listen to. It is not a private communication, and I do not think it would be wise to have pressed Mr. Paterson to allow me to make its contents known to this House. Under date of February 22, Mr. Paterson writes:

**Mr. Paterson's Letter.**

"Dear Sir Richard—  
"Friends in Vancouver had sent me cuttings from their newspapers containing brief statements about speeches made in the House of Commons by a certain William Pugsley up to the point where he said that the Government was going to purchase two submarines, etc., but only today have I been able to read the official report of the debate.

"I read Mr. Pugsley's speeches with amusement and scorn. I regret very much that the city of St. John, with which my father's boyhood was identified, is represented (I trust misrepresented) by this Mr. Pugsley.

"Mr. Pugsley was misinformed about the matters he discussed with so much assurance. He was misinformed as to the events leading up to the sale of the submarines; and he was evidently ignorant of the facts of the case of partisanship, and the willing tool of clumsy but abortive malice in his absurd general criticism of the design and efficiency of these boats.

"I am usually fairly wide awake, and I have been aware of all activities here of paid agents of the enemies of our administration in working up a case of what is vulgarly called 'graff' in the matter of the purchase of submarines. Far from discouraging those activities among the more or less needy and irresponsible workmen who had any connection with the submarines, I was quite diverted by the ineptitude of the persons who supplied the money, and I directed our intelligence department to put nothing in the way of the commerce between the fools and the knaves. It is easy to recognize the nature of Mr. Pugsley's speeches the kind of information which may always be obtained from workmen about ships and other work on which they have been employed and about which they know nothing more than what their limited intelligence and absurd imaginations supply.

To deal with all the foolish statements of Mr. Pugsley would occupy more time than is necessary to show the nature of his position. I am not concerned either about his partisanship or about his delinquency, not to refer to patriotism which, except for the misuse of the word, is evidently unknown to him. I am concerned with the facts in connection with the sale

of the submarines and I proceed to correct the false impressions which Mr. Pugsley tried to make on his hearers and on the Canadian public, in doing any such impression was revealed.

I did not go to Victoria to interview you about the submarines or anything else at time prior to the purchase. I never had the pleasure to meet you before my arrival at the Esquimaux dockyard with the submarines from Seattle.

If it had been left for the Dominion Government to purchase the boats from me direct, the boats would never have been purchased. There was no time to spare. Even you were almost too late. But for your action Canada would not have had those boats in time to guard against a certain attack by the German cruisers.

I received the cheque for the full purchase price of \$1,150,000. No commission was asked or paid.

Never did I expect anybody else could have purchased those boats for less than the price I fixed. Capt. Logan tried to get me to reduce the figure, but I told him that was no time to seek bargains and that the figures quoted had been reduced by me from the amount first considered as fair.

I had the boats to sell. I stated my price and it was for the intending purchaser to accept or reject, but not to discuss. And after the money was paid it was my affair as to how much was due the Electric Boat Company for refund of money already paid us for the active list in the German and European navies.

It is untrue that the boats are in any way less efficient than their design provided for. It is true that the Chilean commission reported the boats as not satisfactory, but that does not mean what Mr. Pugsley tried to show. It really means that the boats, loaded with a quantity of stores and provisions far beyond what they were designed for or could be reasonably expected to carry in war service, did not function so readily as in the fighting condition for which they were designed.

It is true that the contract with the contractors gave the Chileans the right to load the vessels in this way, but that is the fault of the terms of the contract and not the defect of the boats as fighting submarines, and it was for fighting submarines that they were bought. You bought them to fight and not to carry cargoes of provisions.

It is untrue that the Chileans have ordered two new vessels. The Chileans were unable to use the vessels right to load the vessels in this way, but that is the fault of the terms of the contract and not the defect of the boats as fighting submarines, and it was for fighting submarines that they were bought. You bought them to fight and not to carry cargoes of provisions.

It is untrue that the Chileans have ordered two new vessels. The Chileans were unable to use the vessels right to load the vessels in this way, but that is the fault of the terms of the contract and not the defect of the boats as fighting submarines, and it was for fighting submarines that they were bought. You bought them to fight and not to carry cargoes of provisions.

The statement that we had no market for those two boats and the inference that we could have been forced to reduce our figure to \$375,000 each are absurd. The vessels had passed all the tests that any similar submarine is required to pass and had passed them very well. It was only as a diving cargo vessel that they were to be used, but as every other submarine existing or yet to be built would be.

The statement that the Seattle Convention and Drydock Company did not want the vessels, but assembled them only is false. Some items were sent from the East, but the vessels were built by my company.

The final statements by Mr. Pugsley have been answered above. I have written the above as I read the ramblings of Mr. Pugsley as reported, therefore the lack of order in the remarks.

With kind personal regards I am,  
Very truly yours,  
(Sgd.) J. V. PATERSON.  
Price of Submarines.

It is absolutely and positively true as Mr. Paterson says, that he did not intend to sell the boats to the Government, but that he had never met me before his arrival in Esquimaux with the submarines. Mr. Pugsley said there were two new boats ordered by Chile. Mr. Paterson says not. There is no question that the ships were good ones, and that in buying them at the time, the transaction was a sound and wholesome one. In addition to what Mr. Paterson says about the United States Navy Department figures for submarines, I have been reading the early estimates of the British Admiralty, and find that the average price for submarines runs up to \$600,000.

This is a letter from a very responsible gentleman in Seattle, easily followed, easily understood, and by any fair-minded person ought to be taken as a full and complete reply to Mr. Pugsley, anyway, so far as this charge goes, that there was this \$250,000 graft or commission. I regret very much that I have not been able to listen to me today at such length on a question of privilege of this character. It seems to me too bad at this time that we have not got sufficient confidence in our public men of Canada whether Conservative, Liberal or Socialist, as not to believe they would carry out anything that had to do with this terrible war with the greatest amount of ability, strength and honesty they have.

It is a most reprehensible thing that I should be asked today to rise on a question of privilege under the circumstances that have brought about the utterances I am now responsible for. If Mr. Pugsley had first secured the papers, studied them over, and then launched his charges, his position would be stronger and safer. But does not wish to wait, and rushes headlong into the House of Commons with what he considers a charge that

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1914	3,738,938.81	776,574.45	16,624,584

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he considers sufficient to wreck me and wreck the administration with which I have been associated all these years.

In the purchase of these vessels I make no claim for any extraordinary operation so far as I am concerned. I believe any other man would have done precisely what I did under the circumstances, and, moreover, in concluding this purchase I had the valuable advice of my colleagues. There was nothing of a nature, done or suffered to be done, that could possibly reflect on the integrity or business sagacity of the government of British Columbia. In taking over the vessels, we made sure, before taking them over and paying the money, that they were of a modern and efficient character. As to the price, it is quite true the price was fixed by Mr. Paterson. It is also true there was no time to haggle. It was a case of taking them or letting them go and doing without the protection.

I would like to know the public man in Canada, or the elector either, who does not have acted as I did, and as the provincial government supported me on the occasion in question.

In concluding his remarks, Mr. Pugsley asks for an investigation. I may say that I telegraphed the Prime Minister of Canada and said that I wanted an investigation. I have nothing to hide, nothing to conceal. I want a most searching investigation of the whole transaction.

Finally, Mr. Speaker, I would have the House believe that while personally I feel very badly over this affair, because it was a mean and unmanly thing to do, it does not at all lessen my enthusiasm for anything that falls to my hand as a public servant. I know there are Pugsleys in the Dominion, and that no matter how zealous one may be in the discharge of the duties of our common citizenship, he is bound to be attacked by persons like Mr. Pugsley. You will find men like Mr. Pugsley contemptible and mean enough to do anything possible to besmirch a man. There was one thing gratifying to me, and that was to find Sir Wilfrid Laurier took no part in it. I have known Sir Wilfrid for years, and yield to no man in my admiration for him. True it is, I do not agree with his political views, and when an election came on never apart of myself to tell the people so, but it speaks well for his ethics, his judgment and his high-mindedness that he could not be drawn into a miserable debate like this, even through the powerful influence of Mr. Pugsley, ex-Minister of Public Works for Canada.

I have read the explanations of Hon. Mr. Hazen, of Sir Robert Borden and Mr. Barnard, and am grateful to them for their references made to me as a public man. I realize the gravity of the charges made by Mr. Pugsley, and the value of the friendly references by gentlemen I have mentioned. I am also grateful to Mr. Barnard, who has tried to advise the Dominion Parliament that we in British Columbia are equal, at any rate, in time of war, to carry on things as they should be done.

I have nothing more to say than this, that if I could possibly acquit Mr. Pugsley of a deliberate attempt in trying to wrong the administration of which I am head, as well as wrong me personally, I should quickly do so. There is no desire on my part in time of war to raise such questions. But I am unable after reading his speech, and carefully analyzing it, to go this far, and I cannot acquit him of the charge I make that, as a public man of Canada, he is prepared to do anything right or wrong to try to injure those who cannot agree with him in political affairs.

I want to add this before I sit down, that I wish I could and would have possessed of them. I do trust and I would like to feel that in some way the government of Canada may, later on, be able to extend to Captain Logan the recognition that such an act as his so clearly deserves, (applause).

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