

MC 2035 POOR DOCUMENT

THE EVENING TIMES AND STAR, ST. JOHN N. B., TUESDAY, JUNE 2, 1914

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WHY THIS APATHY?

All the members of the board of trade were not in the suburban districts last evening. The fact that quite a number of them may be occupying their country residences for the summer does not account for the other fact that only fifteen members of the board attended a meeting at which matters of the very greatest importance to the future welfare of St. John were up for discussion. What has happened to St. John's business men of late that so little interest is manifested in developments which must materially affect their own business in the future? There is still no assurance that the Gutelius agreement will not be renewed next winter. The fear is openly expressed that the new berth at West St. John will not be equipped with warehouses in time to accommodate the steamships which the Canadian Pacific has expressed a desire to send here if the necessary accommodation is provided. Any citizen who attended last night's meeting and listened to the discussion could not but feel that this is a critical period in the history of St. John, and that time is a very important element in the situation. A delay of a few weeks may mean dull times in St. John next winter, and yet only fifteen men attended the meeting, and the board, apparently depressed by the lack of interest on the part of its members, adjourned until October. Is St. John progressing backward? Where is the enthusiasm which marked the great board of trade campaign not so very long ago? The gentlemen who have attended meetings and who have been very active in relation to all matters concerning the city's business welfare are not receiving encouragement from the board members at large. One can imagine the feeling of satisfaction with which a member of the Halifax board of trade would have noted the small attendance at last night's meeting and the subsequent adjournment till October. The board of trade will be just what its members make it. If the hundreds of business men who make up its membership cannot afford one evening per month for the consideration of questions of vital importance to the city's welfare, they should not in reason expect the members of the council of the board to give almost daily attention to a consideration of those questions. The plea that the summer has come and there must be no taxation does not excuse the indifference that is now apparent. Winter will come again, all too soon, and whether it is to be a busy winter in St. John and whether this port is to get justice will be determined not only during the summer, but to some extent within the next few weeks.

MR. ARMSTRONG VINDICATED

In a letter to the press yesterday, Mr. R. E. Armstrong, secretary of the board of trade, urged that the citizens at large support the action of the city council, board of trade and trades and labor council in the matter of the ocean mail contract and the Gutelius agreement. In the course of his letter, Mr. Armstrong said: "Let me suggest that during the present week every citizen who has an interest in the satisfactory adjustment of these vital questions should send a letter to Hon. Mr. Hazen, the New Brunswick representative in the cabinet, demanding that in the matter of the ocean mail contract the government extend fair and equitable treatment to the port of St. John, and insisting that neither the Gutelius agreement nor anything resembling it, which may discriminate against St. John and rob it of the geographical advantage which it possesses, shall be put into effect. Furthermore, the government should be urged to expedite pending contracts in connection with the new west side piers so that these may be available for the approaching winter."

The Standard this morning practically charges the secretary of the board of trade with using his official position for political purposes to discredit Hon. Mr. Hazen. Thus the Standard says: "The allegation that four thousand citizens should write personal letters to the minister 'demanding' certain things, 'insisting' upon certain other things, 'urging' the importance of certain things, and, in short, presenting 'an object lesson' that the government could not afford to ignore, might more appropriately form part of an editorial in a Liberal newspaper than an utterance from a responsible official of a body such as the St. John Board of Trade."

Turning from the editorial columns of the Standard to its news report, we find the following in the report of the board of trade meeting last evening:

"After some discussion the following resolution was moved by W. P. Hazen, seconded by R. B. Emerson and adopted:

"Resolved that this board renew its demand upon the federal government for fair and equitable treatment in the matter of ocean mails, and that it reiterate its unwavering opposition to the Gutelius-Bosworth agreement, or any other agreement of a similar character which may, in its operation, discriminate against the port of St. John, or deprive

it of the geographical advantages it possesses. "Another resolution was passed instructing the council to urge the government to expedite all pending contracts in connection with the warehouses and filling at the new west side piers."

It is only necessary to point out that Mr. Hazenway and Mr. Emerson, who moved and seconded the resolution making a "demand" upon the government, are prominent members of the Conservative party, and cannot be suspected of "political bias." The trouble with the Standard is that it would rather see the interests of St. John sacrificed than to have its idol Mr. Hazen made the subject of adverse criticism. But the citizens of St. John, regardless of party, are making and will continue to make reasonable demands upon the government, in order that the interests of this port may not be sacrificed for the benefit of the port that is represented by the prime minister.

The citizens are indulging in the hope that the members of the city council will not get into the habit of wasting valuable time in discussions which are not edifying or likely to enhance the reputation of the council as a deliberative body.

How would it do for the city council to nominate a standing committee on investigation, as a sort of adjunct to the various departments, and keep it busy all the time? This would enable the commissioners to devote their attention to other matters.

The contradictory stories told by the captain of the Storstad and his wife on the one hand, and by the officers of the Empress of Ireland on the other, in relation to the disaster which cost so many lives, has created a very painful impression, and the government does well to provide for a searching and prompt inquiry.

Although it was announced yesterday that most St. John business houses would not observe the holiday tomorrow, the situation is reversed today, and it appears that the day will be very generally observed. The change of sentiment appears to have been caused by the information that tomorrow is a statutory holiday. It would be well to have this matter of observing the King's birthday definitely settled. There is complaint that another holiday so soon after May 24, just at a time when the observance of the Saturday half holiday is coming into effect, with still another holiday on July 1, is not good for business; but, whatever attitude St. John is to assume, the matter should be settled, so that people could make their plans in advance.

KING'S BIRTHDAY AT THE IMPERIAL

Big New York Comedy Production, Two Other Reels, Singers, Etc.

King George's Birthday will be right royally celebrated at the Imperial Theatre tomorrow. The usual mid-week feature de luxe will be presented in Klav & Edinger's comedy of comedies "The Billionaire." This is not a silly farce but a straightforward consistent funniness, dealing with the adventures and misadventures of a man who has so much money he does not know what to do with it. The cast is one of star players—people who put on the original piece in New York—and the staging and effects are most elaborate. The photography is by the Biograph Co., whose studios are utilized for the production of the big play.

But this is not all that the Imperial has for the holiday. In addition there will be a splendid drama and a split reel of scenic and comedy pictures. Miss Gertrude LeRoy will sing one of her inimitable Indian songs, dressed in the garb of a Choctaw squaw, and Signor Pettini will offer "Un Peu d'Amour," the latest rage. "A Little Love, A Little Kiss." There will be full orchestral concert afternoon and evening and some excellent local news snapshots in the Imperial's local news photos.

Uncle Pennywise Says:

True happiness consists in doing things we can't afford.—Kansas City Journal.

LIGHTER VEIN

Driven To It

"Can you make me a bureau with a secret drawer?"

"Yes, Place to hide a will, eh?"

"No! I just want to have a place where I can keep a few clothes. My wife's things occupy all the visible place."

What He Caught

"Does your husband go fishing?"

"Yes," replied young Mrs. Torkins. "And does he catch anything?"

"Yes, I heard him telling a friend how, after great patience and perseverance, he caught his third ace of spades."

Still Satisfied

"Does the house you built last year continue to give your wife entire satisfaction?" "Yes, I'm permitting her to use my den as a closet now."

Slaughter House for Lambs

"Pa, what is the stock exchange?"

"A place, my son, where an outsider is apt to exchange a stock of money for a stock of experience."

Alarm Clock Mystery

Mrs. C.—I wonder where in the world the alarm clock has gone. I saw it on the table yesterday.

Mr. C.—It was there yesterday and I heard it going off this morning.

Mrs. C.—Well, I hope it hasn't gone where you told it to go.

Handicapped

Mrs. de Riche—O, Mr. Fynance, my husband is at the repair shop, and I wouldn't trust him with mine.

Perfect Candor

Tom MacPherson, a Scotchman, who does carpentering for a living, asked his foreman for a day off, which was readily granted. Later the latter was informed that the workman had taken the holiday to get married, and upon his return to work questioned him about it.

"Aye, sir; I was awa' gettin' married."

"That's fine!" replied the foreman, "I hope you got a right, good wife, Tom."

"Weel, I mean say she is God's handiwork, but she is nae His masterpiece," answered the bridegroom with the air of one determined to do perfect justice and yet adhere to the truth—Lippincott's Magazine.

A SPORTING COMBINATION

A double-breasted blue coat with trousers to match and a pair of white dannel or striped serge outing trousers makes an ideal money-saving combination. You'll find it a money-saving plan all the way through to buy at Gilmour's, 68 King street.

SEE CANADA FIRST

The movement to draw the attention of Canadians to the scenic charm of their own country is worth while. "See Canada First," again publishes its Tourist Number, "Tramping to Oka," by T. Harry Smith, is the story of a week's walk in quiet Quebec. Augustus Bridle sees perpetual charm in "A Trip Down the St. Lawrence." A number of good, new pictures cover the country from east to west more graphically than books and timetables. A page of "Celebrated Scenes in Europe" has six representative illustrations.

The Monocle Man writes of "The Vanderbilts' Latest Outrage." Norman Patterson contributes a thoughtful article on "A Canadian Naval Reserve," and the usual departments are interesting and instructive and entertaining.

Her Wedding Ring

The WEDDING RING at best is one on which you cannot spend a great deal — the usual prices range from \$6.00 to \$10.00. Should quality, therefore, be the first consideration?

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SAID COLONEL SAM HAS GONE CRAZY OVER MILITIA ESTIMATES

Ottawa, June 1.—Brigades, battalions, and drill halls were championed in the commons today. Col. Sam. Hughes had the floor with his budget of \$12,000,000 militia estimates, exclusive of drill halls and armories. In eight hours he got one item through, and several million dollars worth of advice and criticism.

There were some surprising declarations by the minister of militia. "No technical education can approach the benefit to Canada of these drill halls and armories," was one of them. This came when Hugh Guthrie suggested that the government would do well to cut out two or three millions off the militia votes and appropriate the money for technical education.

"The minister would do well to talk common sense," remarked Mr. Boivin. The cost of rifle ranges and armories and their sites particularly were commented upon unfavorably by the opposition.

J. J. Hughes, of P. E. Island, said the government had bought property for the site of a rifle range at Souris at three times its value and had injured the people in the vicinity by closing public roads.

Col. Hughes defended the transaction, and F. B. Carvell advised him to treat public expenditure with less levity and to quit grinning like a chimpanzee.

Colonel Hughes replied that he would take the grin off Mr. Carvell's face before the day was over.

Hugh Guthrie intimated that Col. Hughes had gone wild upon the erection of expensive drill halls in villages and hamlets. He had even put them up at cross roads. Last year's caretakers built. The street cars are going within one hundred feet of the cottage. Call me up for any information you want.

"This year," said Mr. Guthrie, "the militia expenditures would run between \$14,000,000 and \$15,000,000. When I

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think that the government is spending but a million a year for agriculture, while it has run the militia bill up from \$7,000,000 to \$15,000,000 a year, I feel that the situation is one calculated to stagger the agriculturists.

"There is too much money spent for guards of honor, gold lace, junketing trips and private cars. Cut out the drills; do away with the automobile parades; cut out the joy rides; clip the headquarters staff and give the man a chance."

Colonel Hughes said that the use of private cars would be continued as long as he was the minister of militia. He defended the size of his expenditure. "If I had my proper allowance of reserves," he said, "I would have \$17,000,000 to spend. I am here to justify every dollar of expenditure and to say that it should be greater."

Alphonse Verville, the Labor member, condemned the size of the militia expenditure, and the hostility of the minister of militia to technical education.

Mr. Bowley, the Conservative representative of Rimouski, stated that the minister was wasting money on militia. Frank Carvell told Col. Hughes he had gone crazy over militarism and was due for a rude awakening.

F. F. Carroll, of South Cape Breton, said that it was alleged that soldiers from the maritime provinces who were being taken home from Petawawa camp on the I. C. R. in 1912 had been drunk on route, had committed excess in Montreal and smashed the railway cars in which they traveled.

It was also said that Nova Scotia militia camps were places to debauch during the whole training period.

F. B. Carvell, speaking a man with twenty years of military experience, said that the militia camps had taught about twenty-five per cent of the young men of Canada how to get drunk. He had seen many men become common drunk-

ards as a result of being a member of the militia.

Plenty Of It
At a church conference a speaker began a tirade against the universities and education, expressing thankfulness that he had never been corrupted by contact with a college.

After he proceeded for a few minutes the bishop, who was in the chair, interrupted with the question: "Do I understand that Mr. X. is thankful for his ignorance?"

"Well, all I have to say," said the prelate in sweet and musical tones—"all I have to say is that Mr. X. has much to be thankful for."

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Departures:

6.45 A. M.—Boston Express.

7.35 A. M.—Suburban.

6.45 A. M.—W. St. John to St. Stephen.

12.10 P. M.—Suburban, Wed. and Sat.

4.05 P. M.—Fredericton Express.

4.45 P. M.—Daily—Sintclair Express.

5.10 P. M.—Suburban.

5.40 P. M.—Boston Express.

9.15 P. M.—Suburban.

Arrivals.

6.45 A. M.—Suburban.

7.55 A. M.—Fredericton Express.

10.20 A. M.—Boston Express.

10.40 A. M.—Daily—Montreal Express.

11.20 A. M.—Suburban.

2.20 P. M.—Suburban—Wed and Sat.

6.00 P. M.—From St. Stephen to W. St. John.

8.40 P. M.—Suburban.

10.25 P. M.—Boston Express.

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