

# The St. John Standard

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ST. JOHN, N. B., CANADA.

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ST. JOHN, N. B., FRIDAY, JUNE 5, 1914.

## MR. PUGSEY'S OFFENCE.

To those patriotic, high minded and non-partisan gentlemen, the editors of the Telegraph and Times, and those other Liberals to whom the interests and welfare of the port of St. John are never so precious as when they afford a fancied opportunity for an attack upon Hon. Mr. Hazen, or some other member of the Borden Government, is prayerfully commended the amazing attitude and statements of Hon. William Pugsley in the House of Commons at the close of the C. N. R. debate.

Here is a splendid opportunity for the secretary of the Board of Trade to invite 4,000 citizens to write to Mr. Pugsley personal letters expressing in the strongest terms their disapproval of his conduct. If the port's interests are to be placed above all questions of politics, if it is correct to carry the question of St. John's welfare to a point where it was deemed necessary to suggest that the Minister of Marine and Fisheries should resign his seat because he did not secure for this port the abrogation of an agreement which never came before the Government at all and upon which he or no other member of the cabinet had an opportunity of taking action, what then should be the punishment for the one oversteering, self styled, Simon Pure, and always on the job champion of St. John when, from his place in the Parliament of Canada, he deliberately and for political purposes moves to negative a proposal of the Borden Government intended to provide business for this and other Canadian ports.

Yet this is precisely the crime of which Mr. Pugsley is guilty and although three days have elapsed since he was caught at it redhanded, we have looked in vain for that fiery denunciation of him that might be expected from the Telegraph and Times, those journals so ready to impute motives to Mr. Hazen and to charge that he has neglected his duty. We have not been inundated with indignant protests from the secretary of the Board of Trade and, as far as known, that gentleman has made no move to present to Mr. Pugsley demands that the rights of St. John must be respected and conserved. Such treatment might do very well for the non-political champions of this city to accord to Mr. Hazen but when Mr. Pugsley is involved—well, apparently, it makes a difference whose side is correct.

During the last hours of the debate on the Canadian Northern bill Mr. Pugsley came to the front with a bitter condemnation of that portion of the bill which insists that the railway shall route all of the traffic arising upon any part of its system through Canadian ports. This provision was put in the bill for one purpose and for one only, it had regard to the future when the Canadian Northern will have become an important transcontinental system and a handler of no inconsiderable portion of the Canadian import and export trade. It was against such a time that the Government sought to guard, to make certain that this traffic should be handled through the great ports of Canada and that the money expended in its handling should go to Canadian workers.

The C. N. R. is one of the great avenues of trade to which St. John has been taught to look for future business to build up and develop this port, and to utilize the facilities which the Government is so actively providing. This being the case it might naturally be supposed that all St. John representatives, especially one whose heart has so often bled for this port as has Mr. Pugsley's, would forget his political affiliations and work, speak and vote in the interests of St. John and for St. John alone. But did Mr. Pugsley so comport himself? The record does not show it. On the contrary what do we find? That it was Mr. Pugsley who would sacrifice the interests of St. John; it was Mr. Pugsley who opposed the measure on the flimsy pretence that it would interfere with the liberty of the shipper.

Gone was his solicitude for St. John, closed was that argus eye which he would have the public believe is ever resolutely watching an opportunity to advance the cause of the city he loves so well, and to which he has been more generous with promises than any other minister before or since. His sense of duty buried deep under the more important idea of making political advantage out of opposition to the measure he arose in his place and openly and bitterly condemned it.

Before Mr. Pugsley can be properly judged it must be remembered that the provision in the bill was placed there through Mr. Hazen's efforts, and it is the belief in Ottawa that it will have a very important effect upon the development of this port, and the bringing of business to our doors. Mr. Pugsley is the first to oppose it and

by his attitude and utterances show that he would rather have the trade of Canada go through American ports than through the Port of St. John.

To Mr. George W. Fowler, M. P. for Kings-Albert, the people of St. John owe a deep and abiding debt of gratitude. He it was who unmasked Mr. Pugsley's little game; he it was who challenged the ex-minister to square his conduct in Ottawa with his oft reiterated pledges to the people of this city. Mr. Fowler asked Mr. Pugsley if he would say that the Government of Canada, in largely assisting the Canadian Northern, had not the right to insist that C. N. R. business must be handled through Canadian ports and Mr. Pugsley's only reply was that he believed it to be bad legislation. Yet, at the time, he knew that if his protest had been heeded it would have had the effect of taking from the Port of St. John hundreds of thousands of dollars worth of business which might well be expected to come to it.

Mr. Fowler then challenged Mr. Pugsley to move an amendment to the section but the ex-minister did not dare. His measure had been taken, he had been convicted before his fellow members in the House, and before the people of Canada, of deliberately sacrificing his own constituency for party advantage.

Doubtless Mr. Pugsley will soon come to St. John, and it may be that he will once more from public platforms and through the columns of the newspapers, which are content to play his game, tell to the people of this city what he would do for us if in power. Possibly, even the secretary of the Board of Trade may sit under the spell of his eloquence and join in endorsing his views, but the facts will not down and the most significant fact is that it was William Pugsley, ex-minister of public works, who sought to defeat a measure intended to benefit this city.

The Times accuses The Standard of wounding the club. The Standard suggests that the citizens of St. John should wield the same weapon but upon a portly agreeable gentleman named Pugsley who makes promises to us when votes are needed but does not hesitate to betray us when he fancies it is to the advantage of his party to do so.

## INVESTIGATE THE G. T. P.

From many western newspapers now comes the demand that the G. T. P. should be made the subject of an investigation. The Moose Jaw News in advocating such a proposal says: "Ottawa advises say that the G.T.P. will probably receive from the Dominion Government additional bond guarantees amounting to \$12,000,000. This, with the loan of last session and the several other guarantees which at divers times the company has received, make up a very large sum. What about a thorough investigation into G.T.P. affairs?"

"What assurance has the public that this money has been spent to the best advantage? What assurance has the public that the methods that characterized the building of the N.T.R. have not been followed on the G.T.P.? On these matters the public is utterly in the dark. Nothing but an investigation will reveal the truth.

"In some respects the Grand Trunk enterprises are being projected on lines similar to those of the Canadian Northern. There is the Grand Trunk, which controls the eastern portion of the road. There is also the Grand Trunk Pacific, which controls the main line of the transcontinental. Then there is the Grand Trunk Pacific Branch Lines Company, also a Grand Trunk Pacific Townsite Company and a hotel company.

"All these companies should be consolidated. To this it must come in the end. The experience of the C. N. R. teaches that. Why delay reorganization? It should be made a condition on which further assistance is granted."

The Salvation Army in this country has suffered very severely by the death of so many of its executive officers through the sinking of the Empress of Ireland. Nevertheless there is reason to think that it will recover quickly from the blow. It is in such an emergency that the genius of the army asserts itself; the spirit that impels another to fill a breach made when a comrade falls. The army develops its officers through active service, rather than through long courses of preparatory training. In other words, with it the occasion produces the man.

The Royal Commission appointed to investigate the Dugal charges got to Quebec yesterday and effected organization. Now for a complete and thorough probing of all the circumstances leading to the amazing statements of the member for Madawaska county.

## Diary of Events

### HISTORIC DAYS IN CANADA

It was three-score years ago today, June 5, 1854, that the reciprocity treaty between Canada and the United States was signed. This important trade arrangement was negotiated by the Governor-General, Lord Elgin, who was assisted in the deliberations at Washington by Francis Hincks and other able delegates from Canada and the Maritime Provinces. For several years the people of the Canada had been demanding some arrangement whereby agricultural products could obtain free entry to the States, and the Maritime Provinces sought free fish in the same markets. Lord Elgin a diplomat and a man of magnetic personality, was largely responsible for the success of the reciprocity measure, as the Washington statesmen viewed the matter with indifference. It has been alleged that the astute Lord Elgin provided lavish entertainments for the American visitors in an effort to arouse their interest, and more than one newspaper charged that the treaty was "bought through the Senate on a river of champagne." In any event, the treaty was made and confirmed by Congress, and during its operation of a little more than a decade it was of considerable benefit to the agriculture, mining and lumbering interests of British America. Canada was then just beginning its development from a remote and isolated position to a position on railroad construction and industrial and commercial expansion helped to make the redemption of the golden age of the Crimean war, and later the Civil war in the States, boosted the prices of farm products and aided in bringing prosperity to Canada.

### THE PASSING DAY

GERMANY'S PATRON SAINT. German Catholics throughout this country, as well as in the Kaiser's land, will do homage today to St. Boniface, the patron saint of the Teutonic land. For many centuries the Teutons have celebrated the fifth of June in honor of the bishop and martyr who was the first to carry the gospel of Christ to Germany.

Pope Pius X. has decreed the feast day of St. Boniface a holiday of obligation for the Catholics of Germany, and Emperor William has used his influence to further the observance of his country on this side of the Atlantic there has recently been a revival of interest in St. Boniface and special services in his honor will be held in a number of American cities. Baltimore was the scene of the first St. Boniface celebration in the New World.

St. Boniface was an Englishman by birth. He was born at Crediton, Devonshire, in the year 675. He came under the influence of the Christian missionaries and entered the monastery of Exeter, where he was trained for the apostolic work that was to make his name immortal. His first labors as a missionary were in Holland, but the hard-hearted pagan rulers and the heathenish customs refused to receive the saint or his gospel. Boniface then went to Rome to obtain the blessing of the Pope on his mission and returned with authority to preach to the German tribes.

It was a slow and dangerous task which Boniface had set for himself, and not a day passed without its perils. Boniface and his converts were especially subjected to the unwelcome attentions of the heathen robber bands, who considered the hated Christians fair prey. With unforgiving courage St. Boniface made his way through Bavaria, Thuringia, Poland, Hesse and Saxony, and his trail was marked by churches, which were usually built on the site of idol temples which had been destroyed by the saint. The sacred trees, consecrated to pagan gods, he felled and used the lumber in building churches.

If a missionary of the Mohammedan faith should travel through this country, tearing down Christian churches and erecting Moslem mosques in their place he would create no more consternation and resentment than was felt by the ancient Germans when they beheld St. Boniface marching through their land, with a cross in one hand and a torch in the other. From the first Boniface was marked for martyrdom, but he must be said for the tolerance of the pagan Germans that the saint was permitted to work his will much longer than such an iconoclast could possibly last today. Before Boniface was called to his reward he established churches and religious houses throughout the land and was consecrated bishop by the Pope.

For years Boniface went about burning and otherwise destroying idol temples and preaching to the heathen in which the Teutonic gods were described in terms far from flattering. Perhaps those who maintained true to the religion of their fathers believed that in due course their pagan gods would avenge themselves upon the "infidel," but at length the heathen majority of the gods and took the matter in their own hands. A troop of defenders of the old faith armed themselves with swords and spears and set out on Boniface's trail. When they found him the saint and his fifty-two attendants offered no resistance, and all were promptly slain by the barbarians. The seed of Christian doctrine had been thoroughly planted by St. Boniface, however, and his death did not stop the conquering march of Christianity.

### FIRST THINGS

#### LOTTERIES.

The first of the United States to thoroughly suppress the lottery business was Massachusetts, and a law passed eighty-five years ago today, June 5, 1829. Sporadic attempts to abolish this iniquitous form of gambling had been made previously, but by other American States and Colonies, but they were not very successful owing to the popularity of the lottery. The example of Massachusetts was speedily followed in other States, but it was not until twenty years ago that the last lottery in the United States was suppressed. The Louisiana State Lottery was the last important institution of this kind to cater to the gambling instincts of Americans. Its charter expired in 1894 and a bitter fight was waged against its renewal. The lottery company offered the State \$1,000,000 a year, double its former offer, for the privilege of continuing in business, but public sentiment was too strong, and the proposed constitutional

## Little Benny's Note Book

BY LEE PAPE.

I have a soap ball at Mommy Simmes's yesterday and this afternoon us fellows were having a ketch with it and the awl of a sudden Sid Hunt said, Cheese it, thares Flatfoot.

Flatfoot being the pieceman, and he was standing awn the kornir shaking his club at us, and we kwick ran and sat awn in yfrunt steps as if we were tired of ketching, and Flatfoot stayed there a while looking up and then he kepp awn going around the kornir and we sat there a while and then Reddy Merly said, Kum awn, ketch up, fellows, he won't be back agen for an hour.

And we all ran out in the street and started to ketch agen and after a while Puds Simkins throo the ball so hard it went away ovr my hed and rolled down the street and around the kornir, and I sed, Now look wat you did, now appose you run and chase it.

I will like fun, sed Puds Simkins. Its a wundir you woodent jump for it. Wat do you think I am, a giraxe, I sed, are you going to chase it or not. Wich Puds sed he wasent, so I ran down after it myself and I went around the kornir without seeing it enyware and awl of a sudden who did I see standing there looking at me but Flatfoot, saying, Wats the matting, did you lose sumthing.

No sir, I sed.

O, I thavet you did, sed Flatfoot, I thawt you were hunting around as if you were trying to find sumthing.

No Sir, I just cald down heer, I sed.

Yure sure you didnt lose enything, are you, sed Flatfoot.

Yes sir, I sed.

Not a ball, sed Flatfoot.

No sir, I sed.

That awl rite then, sed Flatfoot, because I found-wun, of coorse if you didnt lose enything its not yures, is it.

No sir, I sed. And Flatfoot took the ball frum in back of him, wate he was hiding it, and put it in his pocket and waked away, and I went back to the fellows and we sat awn the steps awn akount of not having 'nything els to do.

amendment to continue the lottery alip of aper upon which was written: "Sir, its hauf ast eight. Yed bet to operate in nearly all countries with little or no governmental restraint.

Walter Wesson made perfect attendance with one tardy mark.

The following pupils missed not more than one day with no tardy marks: Nellie Cameron, Elva Wesson, Vincent Connors, Clement Callahan, Stella Hastings, Elsie Carroll.

Laura Thomson missed one half day each with tardy marks.

Highest averages: Grade V. (a), Grade V. (b)—Walter Wesson, 87; Chester Stults, 75; Elva Wesson, 67.

Grade IV. (a)—Florence Hastings, 86; Laura Thomson, 68; George Carroll, 62.

Grade IV. (b)—Lottie Wesson, 71; Clement Callahan, 52.

Grade III.—George Gerow, 91; Florence Stults, 77; Manfred Thomson, 69.

Grade II.—Willis Wesson, 75; Bertha Cameron, 74; Nellie Cameron, 64.

Grade I.—Greta Van Wart, 50; Vincent Connors, 81; Nelson Eveleigh, 50.

How She Called Him.

A tourist in rural Scotland, who took refuge for the night in the cottage of an old lady, asked her to wake him early in the morning.

He was quite deaf and hoped that she would not disturb the other guests by any loud noise.

Upon awakening, much later than the appointed hour, he found that the old lady, with strict regard for proprieties, had slipped under his door a

MONTHLY REPORT OF HAMPSTEAD SCHOOL

Hampstead, June 3.—The school was in session 18 days, the number of pupils enrolled was 28.

The following pupils made perfect attendance and had no tardy marks: Willis Wesson, Harold Stults, Florence Hastings, Greta Van Wart, Lottie Wesson, George Gerow, Bertie Cameron.

George Carroll made perfect attendance with three tardy marks.

The following pupils missed not more than one day with no tardy marks: Nellie Cameron, Elva Wesson, Vincent Connors, Clement Callahan, Stella Hastings, Elsie Carroll.

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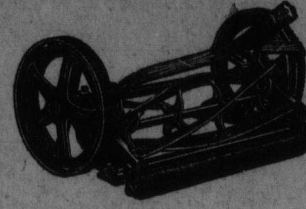
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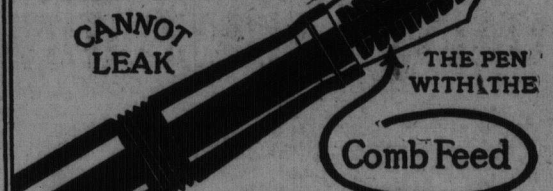
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