

HERE'S FOUNDATION  
FOR GREATER ST. JOHN

(Continued from page 1.)

The city's growth will be along the most advantageous lines, with proper reservation for open spaces, for play-grounds and parks, and that all suburban territory likely to require the public services of the city within the near future shall be included in the extension of the city's limits. This should be done soon, if St. John is to be a great city.

We will co-operate with the Play-Ground Association for the increasing of the usefulness and the number of play-grounds in the city, and the opening of the school houses at night for educational and social purposes.

We shall endeavor to secure for the city what are termed public comfort stations.

We will work for the proper disposal of sewerage and garbage according to modern methods. This is imperative, as the present system is inefficient and dangerous.

We will urge the building of the street railway system into the suburbs.

We shall endeavor to secure the elimination of the head tax which greatly handicaps industries in securing labor.

We will co-operate with the city commissioners to modernize the present system of taxation.

We shall endeavor to secure a building code and better building regulations for the city.

## TRADE AND COMMERCE

The trade of the merchants of this city can be greatly increased and improved through co-operative efforts. The Board of Trade proposes to foster and encourage all legitimate efforts to extend and enlarge the business of the merchants of St. John.

The merchants of St. John are without an adequate rating system on individuals. The Board of Trade proposes to serve the retail merchants of this city with a most complete credit rating system, which will be of great value for merchants who are members of the Board of Trade.

It will co-operate in all movements undertaken by the merchants to bring buyers to the city, and to aid in introducing and carrying out the successful methods employed in other communities.

We shall endeavor to protect the merchants against the fake advertising schemes and promissory solicitation of contributions by creating a special bureau where all solicitations shall come to the Board of Trade and make out proper application blanks, which will be considered by a special committee for this work, which will be endorsed each year for the local merchants. Every member of the Board of Trade will be supplied with a card to hang in his store or office with this injunction "All solicitations are required to present an endorsement card from the Board of Trade."

A foreign trade department should be organized in the near future.

## TRAFFIC DEPARTMENT

The Board of Trade proposes to have a freight traffic survey of the St. John district made by a competent freight traffic commissioner, with a view to determine whether or not our shipments are properly and economically routed and fairly classified, conditions that enter so largely into the cost of transportation. The receiver and shipper are concerned in fair and reasonable freight and express rates.

For lack of such a survey, St. John receivers and shippers do not know what they are entitled to, and they do not know whether they are getting what they are entitled to. Other cities are saving money by maintaining a special freight commissioner in their Board of Trade.

We propose to render any service that we can to the shippers of this city in aiding them to secure proper shipping facilities.

Now is the time. There is nothing which affects the citizens or industries of St. John too large or too small for the Board of Trade to undertake. Men who do not believe the Board of Trade has done what it should, owe it to themselves and the community to come in while it is now being re-created and tell how it should be run.

You are needed now and we can accomplish nothing without the co-operation of the people.

We may differ in our political faith, and our religious creed, but we must all agree there is one platform, the platform of the Board of Trade for a bigger, busier and better St. John!

## FOREST RESERVES ARE FOR PUBLIC

The former erroneous impression, that forest reserves are areas set apart by the government to be reserved from use and development is giving way to the correct view that they are for the general use of the public.

The Dominion Forestry Branch is desirous of spreading this idea abroad, and with this end in view has inaugurated the policy of surveying summer-resort lots around government lakes in forest reserves. These lots are of two kinds, building lots and camping lots, so that the demands of both cottagers and campers may be met. Such lots are leased to the public for a term of years at a nominal figure.

It is hoped that in this way a start may be made in bringing to the public a realization of the opportunities and advantages which the recreation of these great areas of the public domain affords the country at large.

A good example of such a resort is seen in British Columbia, where a site has been laid out at Trout Lake, in the Long Lake forest reserve. This reserve is situated in the Kamloops district of the railway belt.

Trout Lake, at an altitude of 4,100 feet is an ideal retreat for the residents of the towns and cities of the dry belt. Here they may escape the oppressive heat and drought of the summer season, and at the same time enjoy some of the finest fishing to be had anywhere in Canada. Already many people have secured building lots, and it is expected that in a very short time a large and flourishing summer colony will be established at this point.

NOT OUT OF ORDINARY.

The stationmaster on the Eastern India Railway had been given strict orders not to do anything out of the ordinary without authority from the superintendent. This accounts for his sending the following telegram:

"Superintendent's office, Calcutta: Tiger on platform eating railway porter. Please wire instructions."

HOW ST. JOHN LOST  
THE NAVAL SHIPYARD  
THROUGH MR. HAZEN

## A STORMY VOYAGE

Whakatane Is Buffeted—Little Girl Dies on Hesperian—The Menmouth In

After being buffeted by heavy seas and greatly delayed by the gales which at times reached hurricane force, the steamer Whakatane, which will take on a full general cargo for Australia, arrived in port yesterday. Officers and members of the crew had a trying experience and the ship was considerably damaged during the passage. She had to be hove to for three days.

The steamer was in ballast and her decks were high above the water, but the seas broke over her. The doors of her saloon companion way and refrigerator room were smashed in and stores in the storeroom damaged. Through all the storms the steamer proved to be an excellent sea boat and aside from the damage to her deck houses, came through the gales unharmed.

The Whakatane left Cardiff on Jan. 9, after she had been repaired and bunkered. When only a few days out she encountered head winds from the northwest and southwest. At one time the storm was so bad that she was forced to run back for 14 hours and another time drifted for 29 hours.

The Whakatane passed an Allan boat bound east when three days out and also sighted the P. O. boat Narrung. This steamer reported that the heavy seas coming aboard had badly crumpled up her front work. The Manchester Trader was reported on last Sunday.

The Whakatane was docked at the I. C. R. pier yesterday and will take on a full general cargo for Australia. Her officers are: Captain Barnes, R. N. R.; E. W. Newbery, first officer; H. Barnett, second officer; G. F. Sennett, third officer; A. Thorpe, fourth officer; J. E. L. Simcock, surgeon; A. J. Nicholson, chief engineer, and G. R. Sutherland, chief steward.

The Allan liner Hesperian, Captain Main, arrived yesterday morning from Liverpool via Halifax after a pleasant run across the Atlantic and is the first boat to report fair weather during the present season. A very sad incident marked the trip—a little four-year-old girl was buried at sea. On January 19, Doreen Walker, past away from convulsions. She had been coming out to Canada with her mother and another member of the family to join the father, the Hesperian at Halifax and the remainder came to St. John.

The C. P. R. steamer Menmouth, Captain Arthur Murray, arrived port yesterday afternoon. She left Liverpool on January 8 and was delayed three days on account of rough weather. At times heavy gales were met and the seas were running high almost all the trip, but the ship came through unharmed. The Menmouth carried 4,000 tons of freight. This is the second trip of Captain Murray since he took charge of the Menmouth. He was formerly chief officer of the Lake Champlain and is the longest captain in the service of the C. P. R.

## NASTY

Miss Homeleigh—"Perhaps you won't believe it, but a strange man tried to kiss me once."

Miss Cutting—"Really. Well, he'd have been a strange man if he'd tried to kiss you twice."

## Documents Showing That Cammell, Laird &amp; Co. Selected This Port as the Best Site in Canada and Were Ready to Build the Canadian Warships Here When Mr. Hazen Returned Their \$100,000 Cheque.

(The Daily Telegraph)

In a vain effort to save the minister of marine and fisheries from the condemnation of the people of St. John for returning the deposit of \$100,000 to the shipbuilding firm of Cammell, Laird & Company, Limited, and so depriving this port of the benefits which would have resulted from the establishment here of a great shipbuilding plant, The Standard recently endeavored to show that Cammell, Laird & The Standard Company did not intend to build at St. John, and that the ex-Minister of Public Works was endeavoring to humbug the people of this city by his statements in this regard.

In order that the public may judge fairly between The Standard and Dr. Pugsley we have procured, and print below, a copy of the tender for the vessels for the naval service submitted by Messrs. Cammell, Laird & Company, Limited and their correspondence with the naval department.

TENDER OF CAMMELL, LAIRD & COMPANY, LIMITED.

Montreal, April 29, 1911.

To the Deputy Minister of the Naval Service, Ottawa:

Sir,—In compliance with your invitation of February, 1911, to tender for the construction of vessels required for the Naval Service of Canada, we now have the honor to place our proposals before you. We have realized that the first consideration is the acquisition of a convenient site seeing you attach great importance to its suitability for the proposed naval shipbuilding and engineering works. Under the terms of your invitation to tender these works must be established in Canada in a situation approved by the minister, "on the east or west coast or on the St. Lawrence at or below Montreal."

We have, therefore, carefully studied the comparative claims of numerous locations, both on the St. Lawrence and on the east and west coasts of the Dominion.

With regard to the Pacific coast, we are forced to the conclusion that shipbuilding construction there would be at present carried on under such difficulties as to supplies of labor and material as to render prices for the building of your proposed warships quite prohibitive. On the Atlantic coast our consideration of suitable localities for the proposed works has mainly been confined to Sydney and St. John (N. B.).

As regards the former, we cannot find that there is any prospect of immunity from serious interference during the winter from pack ice, which in our opinion would be most detrimental to the operations connected with the building, docking or repairing of vessels of every class, but especially with warships. We believe that strategically and practically the same with sufficient machinery, power approval is one in which there should be no possibility of interference with the work during the winter months.

WE HAVE THEREFORE DECIDED UPON ST. JOHN (N. B.), AS AFFORDING THE MOST NATURAL AND ADVANTAGEOUS SITE FOR THE PROPOSED SHIPYARD, DRYDOCK, AND OTHER ASSOCIATED WORKS. AND WE ENCLOSE TWO PLANS, NO. 1 BEING A KEY PLAN SHOWING THE PROPOSED SITE, AND NO. 2 BEING A COMPLETE PROPOSITION FOR A SHIPBUILDING PLANT CAPABLE OF HANDLING THE LARGEST AMOUNT OF WARSHIP CONSTRUCTION WHICH IS LIKELY TO BE REQUIRED FOR MANY YEARS.

In order to acquire the site for the proposed shipyard, we have entered into negotiations with a firm of contractors located in Canada, and provided satisfactory arrangements can be entered into with this firm in respect to the provision and handing over of the site with the necessary buildings, launching ships, etc., etc. we are prepared to equip the same with sufficient machine tools, power plant, cranes, and other requisites for carrying out the programme of your department.

OUR PRICE FOR EACH OF THE FOUR CRUISERS OF THE IMPROVED WEYMOUTH TYPE WILL BE THE SUM OF \$1,950,000.

OUR PRICE FOR EACH OF THE SIX DESTROYERS OF THE "RIVER" CLASS OF THE ACORN TYPE WILL BE THE SUM OF \$680,000.

The vessels when completed will be handed over to the minister of the naval service in the harbor of St. John (N. B.).

## CONTRACT.

We agree generally to the provisions set forth in the forms of contract and schedules submitted with your letter of inquiry, observing that some modifications may be necessary if the proposed site of St. John is approved.

For your further information we desire to state that our firm are at the present time constructing at our Birkenhead works a cruiser and destroyers duplicate to those herein tendered for: the cruiser "Melbourne" for the Commonwealth of Australia, and the destroyers for his majesty's government. Under these conditions we are particularly well fitted for carrying out this important and special class of work.

We beg to state that should our tender be accepted it would be our aim to carry out this work to the entire satisfaction of the minister and the members of his official staff of the naval service.

We have the honor to remain, Your obedient servants,  
CAMMELL, LAIRD & CO., LTD.  
(Sgd.) R. R. Bevis,  
Managing Director.

TENDER FOR CRUISERS AND DESTROYERS.

Montreal, April 29, 1911.

To the Deputy Minister of the Naval Service, Ottawa:

Sir,—In compliance with the terms embodied in your letter of inquiry, we herewith enclose our certified cheque for Twenty Thousand Pounds (£20,000) receipt of which should be acknowledged, and addressed to:

Cammell, Laird & Co., Ltd.,  
Care John Reid & Co.,  
231 Board of Trade Building  
Montreal.

We have the honor to remain, Your obedient servants,  
CAMMELL, LAIRD & CO., LTD.  
(Sgd.) R. R. Bevis,  
Managing Director.

Note.—The agents in Ottawa of the Capital & Counties Bank, London, are the Canadian Bank of Commerce.

(Sgd.) R. R. B.

Ottawa, May 5, 1911.

Dear Sirs,—I am in receipt of your tender of April 29th, for

A Word To All  
Neal Patients

DEAR SIR,—

Now that you have taken the Neal Cure, it is well for you to know something of the results of alcohol upon the human system. While all desire, craving and appetite for liquor has been taken from you by the Neal Treatment, your system is not in the same condition that it was before you ever touched liquor, for the alcohol has left the traces of its action. Your stomach is tender, your nerves are shaky, you may be irritable, and, at times, feel vicious. But if you will keep your mind off of your past drinking and give nature time to recuperate, the injury done your system by alcohol will be fully repaired and your system become general. But you must not try to aid nature by taking medicines, drinking so-called soft drinks, or frequenting bars or associating with those who would tempt you to drink again. And should you be asked to take a drink have the moral courage to say, "No," and stick to it by your refusal.

If you will kindly remember and follow these suggestions, given in a kindly spirit, for your own good, you will not only be protected and insured against drinking again, but in not returning to drink you will give nature the required time to right the wrongs done your system by alcohol, when you were drinking.

Should you meet a fallen brother, staggering under the weight of drink, tell him what the Neal Cure did for you, and thus offer a helping hand to him who needs your assistance as you once needed our help.

Sincerely yours,  
THE NEAL INSTITUTE OF ST. JOHN,  
G. F. HEBBURN,  
Manager.

the construction of vessels required for the Naval Service of Canada.

There are a few points of your tender which seem rather indefinite, and on which I should like to have some further information to enable me to compare your tender fairly with those received from other firms.

On page 3 of your tender you state the "provided satisfactory arrangements can be entered into with this firm" you are prepared to equip a shipyard with sufficient machine tools, etc., for carrying out the programme of the department.

It would seem from this that your tender is made contingent to your making satisfactory arrangements with a firm of contractors to do certain work for you on satisfactory terms. This does not put your tender in a very satisfactory position, as the department has no assurance that you will be able to make such arrangements as you may consider satisfactory and it is difficult for the department to consider such a tender.

On page 4 of your tender you state that some modifications of the conditions of the contract may be necessary if the proposed site of St. John is approved.

The modifications you propose may be important, or may be only of a minor nature, but, as there is nothing in your tender to indicate what these modifications are, it leaves your tender in a very indefinite shape, and the department is unable to determine the terms which are lacking in your tender.

I should be obliged if you would furnish me with full information as to these points, which I have enumerated.

As I am anxious to have the tenders tabulated immediately, should be glad to have them as soon as possible.

Yours truly,  
(Sgd.) G. J. DESBARATS,  
Deputy Minister of the Naval Service.

CAMMELL, LAIRD & COMPANY, LIMITED  
Shipbuilding and Engineering Works,  
Birkenhead.

Montreal, May 9, 1911.

Dear Sir,—We have to acknowledge receipt of your letter of the 5th inst., and in reply thereto beg to make the following statement:

IN THE EVENT OF OUR TENDER BEING ENTERAINED, WE BEG TO ASSURE YOU THAT WE CAN MAKE SUCH ARRANGEMENTS WITH REGARD TO THE ACQUISITION OF A SUITABLE SITE FOR SHIPBUILDING WORKS ETC., AT ST. JOHN (N. B.) AS WILL BE SATISFACTORY TO YOUR DEPARTMENT.

With regard to the modification of conditions of contract, we had in view the penalties to be exacted for the non-completion of the time named, but we are prepared to waive this.

We have the honor to remain, Your obedient servants,  
CAMMELL, LAIRD & CO., LTD.  
(Sgd.) R. R. Bevis,  
Managing Director.

The Deputy Minister of the Naval Service,  
Sussex Street,  
Ottawa.

Before the late government went out of office, all the deposits were returned except that of Cammell, Laird & Company, Limited, the lowest tenderer.

Therefore, when Mr. Hazen became Minister of the Naval Service he found on file the tender of this firm to establish a shipbuilding plant at St. John and to build the ships here, together with their security deposit of \$100,000.

Mr. Hazen had the opportunity of his life to confer an enormous benefit on his constituency. Instead of doing so he returned the deposit and abandoned the contract. These are the facts. In view of them, there can be no doubt that every word which Dr. Pugsley has uttered in criticism of Mr. Hazen's conduct in this particular is fully justified.

SURELY TAKE "SYRUP OF FIGS" IF  
HEADACHY, BILIOUS, CONSTIPATED

Sweetens Your Stomach, Clears Your Head and Thoroughly Cleanses Your Liver and 30 Feet of Bowels of Sour Bile, Foul Gases and Clogged-up Waste

All those days when you feel miserable, and clogged up waste matter is moved on and out of your system—no nausea—no headachy, bilious and dull are due to torpid liver and sluggish bowels. The days when your stomach is sour and full of gas, when you have indigestion; the nights when your nerves twitch and you are restless; when you can't sleep could be avoided with a teaspoonful of delicious Syrup of Figs. Isn't it foolish to be distressed when there is such a pleasant way to overcome it? Give your inactive liver and ten yards of waste-clogged bowels a thorough cleansing, with scorn, any of the so-called Fig Syrup imitations. They are meant to deceive you. Look on the label. The genuine, old reliable, bears the name, California Fig Syrup Company.

This May  
Hit You

Your success depends more on what you do than who you are.  
That's the American of it.  
With a clear brain, steady nerves and a sound body, all things are possible.  
If coffee fogs your brain and shakes your nerves, isn't it "good business" to quit coffee

## POSTUM

Thousands of wide-awake people have taken the hint and use Postum instead of coffee.

"There's a Reason"

Postum is a pure food drink made of choice wheat and the juice of Southern sugar-cane, roasted and blended and is absolutely free from "caffeine" (the coffee poison) or any injurious substance. Sold by grocers everywhere.

Canadian Postum Cereal Co., Limited  
Windsor, Ontario, Canada