

The Standard

Published by The Standard Limited, 82 Prince William Street, St. John, N. B., Canada.

SUBSCRIPTION:
Daily Edition, by Carrier, per year.....\$5.00
Daily Edition, by Mail, per year.....3.00
Semi-Weekly Edition, by Mail, per year.....1.00
Single Copies Two Cents.

TELEPHONE CALLS:
Business Office.....Main 1722
Editorial and News.....Main 1746

ST. JOHN, N. B., THURSDAY, JANUARY 9, 1913.

MR. PUGSLEY IS HEARD FROM.

Mr. Pugsley has not yet contributed to the naval debate, but his opinions are given in an interview in the Montreal Star and may be brought to the notice of his constituents. The late Minister of Public Works is quite confident that super-dreadnoughts can be built in Canada at an average cost no greater than will have to be paid in England. The initial outlay for yards and plant, in Mr. Pugsley's opinion, would be a mere trifle of \$4,000,000, and such an investment "spread over a period of years, would not materially add to the cost of the ships." He further believes that as "many thousands of our people in New Brunswick are engaged in the fishing industry any difficulty in finding crews could be overcome."

It is distressing how the memory of distinguished Liberal politicians falls them at moments of emergency. In January, 1910, when Sir Wilfrid Laurier was making excuses for not building a fleet unit and was outlining the policy of the Naval Service Bill, he said:

"The cost of these ships would be according to British Admiralty figures \$2,338,000, or a little over \$11,000,000. According to Canadian prices, supposing the ships were to be built in Canada, we would have to add at least thirty-three per cent. to the cost just given."

Has the cost of building war vessels decreased in Canada 33 per cent. since 1910, or is Mr. Pugsley drawing upon his imagination for political purposes? Which?

And again there is Mr. Borden's statement after consulting the Admiralty when introducing the Naval Bill. "The plant required," he said, "for the construction of a dreadnought battleship is enormous, and it would be impossible at present to maintain shipbuilding in this country on such a scale. In any case only the hull could be built in Canada, because the machinery, the armor and the guns would necessarily be constructed or manufactured in the United Kingdom. The additional cost of construction in Canada would be about \$12,000,000 for the three ships, and it would be impossible to estimate the delay." Since then, it may well be asked, has Mr. Pugsley become an authority on naval construction and armaments? The figures are there; no less than \$8,000,000 would be wasted by construction of two super-dreadnoughts in Canada.

The standard inclines to the belief that Mr. Churchill, the First Lord of the Admiralty, takes rank as an authority before Mr. Pugsley. Writing to Mr. Borden on the outlook for constructing warships in Canada Mr. Churchill said:

"The main difficulty to be surmounted is to obtain that high degree of expert knowledge and experience which modern warships require for their efficient construction. We might, however, in the first instance, agree upon certain classes of vessels with which it may be considered that competent Canadian shipyards would be able to deal."

Mr. Churchill went on to state that the Admiralty would be prepared to invite tenders from approved Canadian firms for the construction of small cruisers, giving some orders at once. Further progress would depend upon the development of the industry in Canada and the extent of the Admiralty's programme. That statement endorses Mr. Borden's opinion that "the effective development of shipbuilding in Canada must commence with small beginnings and in a businesslike way." On the evidence produced, including the statement of the present Leader of the Opposition, no further comment on Mr. Pugsley's ridiculous assertions is necessary.

Mr. Pugsley further contends that "thousands of our people in New Brunswick" would provide crews for the ships. They must have changed their minds rather quickly. The records of the Niobe, the sole representative of the Laurier navy on this coast, tell a different tale. Last year 126 recruits joined this ship and the Rainbow, and 111 deserted. Not one able-bodied seaman was added to the Niobe and not a single Nova Scotia fisherman joined or offered to join her.

As to the sentiment of the Maritime Provinces, Mr. Pugsley thinks there is strong opposition to Mr. Borden's proposals. "The attitude towards the scheme," he says, "is that in giving three dreadnoughts as proposed Canada is not assuming her full duty, and the question of a permanent navy should now be determined." These are high-sounding words in opposition, but what did Mr. Pugsley and the late Government do to assist Canada in assuming "her full duty"? Literally nothing. The permanent naval policy of the Borden Government will be submitted to the country for approval. In the meantime the Canadian people are of one mind, that three Canadian battleships shall give immediate and effective aid to the Imperial Navy—Mr. Pugsley and the Opposition notwithstanding.

GRAND TRUNK PACIFIC.

On June 1st, 1889, the first through train on the Canadian Pacific Railway rolled into the railroad depot of this city. The year 1889 was an important one in the history of St. John, as it marked the amalgamation of the old city of St. John with the new city of Portland which had grown up along its northern boundary. Perhaps it is hardly fair to refer to Portland as the new city, as the first English settlement in 1764 had been at Portland Point which remained the centre of trade in St. John for twenty years after.

The existence of three separate municipalities at the mouth of the St. John river, for Carleton, although a part of the city, enjoyed a separate assessment and was independent of East St. John in many matters, had its drawbacks. Although only twenty-three years ago, there are apparently few who remember that there ever was a union of the municipalities or that the North End and West St. John ever enjoyed separate municipal existence.

As already stated, 1889 was an important year for St. John. It witnessed the birth of the united city and the arrival of the first transcontinental train. There was no blast of trumpets, no beating of drums, no waving of flags to greet those who were passengers on the train, although quite a crowd had gathered at the depot to witness the inauguration of a service they had so long dreamed of and almost despaired of seeing.

Twenty-four years after this event another train—this time not laden with passengers, but with freight hauled from the distant West over the tracks of another transcontinental railway—the Grand Trunk Pacific, rolled into St. John and was placed alongside the dock where lay a steamer to convey the grain of the West, ground en route, to far away South Africa, so lately in open rebellion but now a portion of the Overseas Dominions of the British Empire.

In twenty-four years a great change has taken place.

The first train over the Canadian Pacific brought a dozen or more passengers and a few express parcels. Later on a local freight was established between St. John and Montreal and the mails were transferred to the shorter route, but it was not until 1895, six years after the opening of the railway, that an export freight service was established.

With the C.P.R. the passengers came first; with the G.T.P. the freight has been the first. When the Grand Trunk system will be in full operation is still a matter of conjecture, and just what the real opening of the service will mean to St. John must remain in doubt for some time to come.

The changes that have occurred at the port of St. John since that memorable day in December, 1885, when the Lake Superior, the pioneer ship of the Winter Port service, entered the harbor and moored at the old Sand Point terminal, have been manifold. Although the Union wharf, as the original of the Winter Port wharves had been named was built, it was without warehouse accommodation, although workmen were then busy hurrying the erection of a large new warehouse which was ready for the next trip of the Superior. Since that time wharf and warehouse building has been going on continuously until St. John is now one of the best equipped ports in the Dominion, although there is still a shortage of wharf accommodation for the trade which has grown in value meanwhile from five to thirty millions, the probable figures of the present year. Not only has there been this enormous increase in the winter trade, but 1912 witnessed the first development of the summer trade, when over 250,000 bushels of grain, the produce of Western Canada, found an outlet through this port.

St. John has had a very considerable growth in population directly traceable to the employment furnished by the Winter Port, but what is more important still, an impetus has been given to trade and manufacturing that has given the city a much needed "boost" ahead. Attention has been attracted to the splendid geographical position occupied by St. John as the centre of the Maritime Provinces and the time is not far away when this situation will make St. John the principal distributing and industrial centre of the Maritime Provinces. Optimism has taken the place of pessimism and where there were signs of stagnation and decay there is now activity and prosperity. The year 1912 was the most prosperous ever enjoyed by St. John even in the palmiest days of wooden shipbuilding and 1913 will be even better than its predecessor, unless some unexpected calamity occurs.

PROTECTING THE FORESTS.

Railroads, both in their construction and operation in the Province of New Brunswick, have laid waste thousands of acres of good timber land. In the early days of the railroads, when wood was used for fuel, there were practically no spark preventers and the result was that wherever a forced draft was necessary, a shower, not of sparks but of huge burning clinders, was sent aloft to set fire wherever the clinders fell. It was no uncommon sight when travelling in a railroad train forty years ago to find the right of way aflame on both sides of the train. So great was the destruction caused by locomotives that laws were passed requiring double spark guards on wood-burning locomotives. But even this precaution and the employment of coal to generate power in the locomotive has rendered it only less destructive than formerly. Every year forest fires, some of them most destructive, are set by railroad locomotives. Every province of Canada has laws and regulations intended to prevent fires being set by locomotives, but with all the care that is now exercised great damage is annually done to the forests by the modern locomotive. The Province of Quebec has taken a very advanced stand with regard to the prevention of fire along railroad lines, says a recent writer on this subject. For the control of the fire situation along lines having Dominion charters, the Hon. Jules Allard, Minister of Lands, has entered into a co-operative arrangement with the Railway Commission for the handling of inspection work under the regulations of Order 16570, which provide for the establishment of special patrols by the railway companies, the reporting and extinguishing of fires by railway employees, and the regulation of the burning of inflammable material along rights of way during the fire season. The control of the fire situation along provincial chartered railways is most effectually provided for through the recent issuance of a general order by the Quebec Public Utilities Commission. The provisions of this order are substantially identical with the order of the Dominion Railway Commission. Provision is made in the provincial order for the appointment of a fire inspector, with authority to prescribe the measures to be taken by the railway companies.

New Brunswick has a very good law for the prevention of forest fires, but since the construction of the National Transcontinental and the International, which run for miles through dense forests, special enactments for the protection of the forests are necessary and will, no doubt, receive attention at the next session of the Legislature. Now that the shale properties in Albert County are about to be developed, oil, which does not produce a spark, might be employed on these railways.

Oil as a fuel for locomotives is not an experiment. It has been used extensively in California and other Western States and there has been an enormous increase in the number of oil-burning locomotives during the past few years. Forest protection is a most important question since the price of all classes of wood products has increased in value.

Mr. William Randolph Hearst's Boston American has apparently an axe out for Senator Bailey, who has just retired from the United States Senate. In a typical editorial it describes him as "another pestiferous animal dead politically, skinned and nailed." After hailing the event with much glee the American continues: "We expect in the future to see more than one of these sad-eyed musteloid carnivores of the United States Senate and other political bodies get up, a tear in each eye, and die unpleasantly—with especial unpleasant references to these newspapers and their management. But, like the farmer whose old barn door with its decorations encourages the honest hen or duck, we are reconciled to the hatred of the mephitic tribe, since we must have it in order to do our duty by honest fowl." The term "musteloid carnivores" as a form of abuse is distinctly original, but need not be interpreted. Yellow journalism, as typified in Mr. Hearst's organs, has about reached the limit.

The Victoria Colonist feels called upon to make a defence of the religion of the downtrodden Turk in his day of distress. "Let us learn," it says, "to be fair to Islam. It is dying, which we very greatly doubt, we ought not to forget the good it has done and remember only the evil; if it is to continue as an influence upon the minds of men, we will be wise if we endeavor to regard it with as little prejudice as possible. Doubtless from the point of view of the Moslem, the Christian is as objectionable as he is to us. The good that is in both of us, is very closely akin." It can only be surmised that the Turk does not practice what Islam teaches. For many of his methods and the atrocities he has committed he well deserves the title of "unspeakable."

The Canadian Pacific Railway Company, through their Natural Resources Department, are making arrangements to acquire lands all along their line from the Atlantic to the Pacific for the purpose of growing the trees used on the railway. This is a most important step and will prove beneficial alike to the country and the company.

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PROVINCIAL PERSONALS.

(Moncton Times, Jan. 8.)

P. J. Turner, of St. John, was in the city yesterday and registered at the Minto.

Messrs. G. P. Wilbur and F. H. Jeffrey, of St. John, are at the Brunswick.

Miss Kathleen O'Leary, of Richibucto, is in town, a guest at the Minto.

A. C. Jardine, of St. John, was in the city yesterday and registered at the Brunswick.

C. D. Hicks, of Dalhousie, arrived in the city yesterday and is a guest at the Minto.

H. A. Chase, of St. John, was in the city yesterday and was at the American.

George Diahart, of St. John, is staying at the American.

F. C. McLean, of St. John, was in town yesterday.

F. M. Thompson, of Hillsboro, was in the city yesterday.

E. R. Fenwick, of St. John, is registered at the Brunswick.

G. F. White, of St. John, was at the Brunswick yesterday.

E. R. Fenwick, of St. John, manager for the Maritime Provinces of the Dunlop Tire Company, is at the Minto.

(Woodstock Press, Jan. 7.)

Mr. and Mrs. Ernest Hagerman, of St. John, have been visiting their former home at Upper Queensbury.

Dr. H. B. Hay of Chipman, Queens County, was here for a brief visit last week.

C. H. Elliott, barrister, of Perth, was at the Barker House, Fredericton, on Friday.

Coun. Ezra Flemming of Elmwood, Debec, was a caller at this office on Friday.

John Morrison, Jr., left last week to continue his studies at Acadia College, Wolfville, N. S.

James M. Queen of St. John was a visitor here last week.

Miss Vivian Freeze of St. John is the guest of Miss Jean Smith.

L. M. Tompkins of Florenceville, spent the New Year in St. John.

Miss Frances McNally, of St. John, spent Sunday with her aunt, Miss McIndoe, at Mrs. Abraham Clarke's.

(Sackville Post.)

The many friends of Ald. L. C. Carey will regret to learn that he is confined to his room as the result of an accident.

Miss Mary McHaffey is spending a few weeks with her parents, Capt. and Mrs. B. J. McHaffey.

Mr. and Mrs. W. S. Pickles, who have been visiting the latter's mother, Mrs. Sparkes, have returned to their home in Campbellton, N. B.

Friends of Rev. J. W. McConnell, will be interested in the word received here yesterday that he has received a call from Trinity church, Amherst one of the largest churches in the Methodist conference. He will succeed Rev. Hamilton Wigle.

(Fredericton Gleaner, Jan. 7.)

Miss Muriel McCain has been visiting friends at Florenceville.

Charles Bennett, C. E., of St. John, is in the city today.

T. R. Campbell, of Salsbury, is at the Barker House.

Coun. William Griffin, Jr., of Cross Creek, is here to attend the York County Council sessions. He is a guest at the York Hotel.

J. A. Sarvis of Montreal, and J. V. Kierstead, of St. John, are among the guests at the Queen Hotel.

Miss Silver returned to Mount Allison University, Sackville, this morning after spending her vacation as a guest of Miss Lucille Hawkins, daughter of Mr. G. N. C. Hawkins, manager of the Bank of Montreal.

George Colwell, who has been visiting his parents, Mr. and Mrs. David Colwell, George street, will return to Edmonton, Alta., this week.

R. Watson Whitlock has been appointed immigration agent at St. John in place of the late Samuel McCurdy.

(New Glasgow News, Jan. 6.)

P. T. Whitaker, St. John, N. B., is in town.

Wm. Rankine, St. John, spent Saturday in New Glasgow.

(Moncton Transcript, Jan. 7.)

Rev. Father Tessler, of St. Joseph's University, passed through the city today for St. Joseph's. He has been at Richibucto Village since Christmas, assisting the Rev. Father Martineau.

(Chatham Commercial.)

Mrs. J. I. Trueman, who has been a guest at St. Andrew's Manor, returned to St. John Saturday. Mrs. Trueman and daughter Kathleen, will leave shortly for Toronto, where they will spend the winter.



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