

The Evening Times and Star

ST. JOHN, N. B., OCTOBER 10, 1913.

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NOT SATISFACTORY

The condition of affairs revealed in connection with the matter of the Atlantic mail steamships is so extraordinary as well as the citizens of St. John should sit up and take notice. Some of the facts of the case in brief are:

(1) The Canadian Pacific and Allan Lines chose St. John as the mail port and announced the sailings of their steamships. They made the choice for purely business reasons, and in the interests of the country as well as for their own convenience.

(2) Within a few days after they had published their list of sailings the whole plan was changed, and the big steamships were switched to Halifax.

(3) The citizens of St. John immediately demanded an explanation of the change. In reply to their indignant protests, Mr. Hazen, their representative in the government, informed them that it was wholly a matter for the railways and the government had nothing to do with it.

(4) When the C. P. R. officials were asked for an explanation Mr. Bosworth said that the C. P. R. had got from the government railway such concessions as induced the company to have its trains hauled back and forth between St. John and Halifax, and to have the big mail steamships terminate their western voyage at Halifax. Sir Thomas Shaughnessy, making a similar statement, frankly admitted that St. John was the natural port for the company.

(5) In the meantime public feeling in St. John had risen to such a pitch that a great mass meeting was held, at which nearly all the speakers were supporters of the present government. They had vainly sought by wire to get from Mr. Borden and Mr. Hazen full information about the concessions referred to by Mr. Bosworth. The meeting, which expressed in the strongest terms the indignation of St. John, closed by asking that twenty citizens go to Ottawa and get the information desired.

(6) The delegation went to Ottawa. News of the agitation in this city, as well as the appointment of the delegation, preceded them to Ottawa, and they might fairly have expected to find full particulars at their disposal immediately on arrival at the capital. When the delegation met the members of the government, however, they were amazed to find that the whole arrangement, which completely altered the plans of the steamship companies, and effected to so great an extent the interests of St. John and Halifax, and the business of the Intercolonial railway, had been settled by Mr. Gutelius, general manager of the Intercolonial, and the officials of the Canadian Pacific, entirely without the knowledge or consent, not only of the representatives of Halifax and St. John, Messrs. Borden and Hazen, but even the minister of railways himself.

(7) The delegates at once asked to be shown the terms given by the Intercolonial to the Canadian Pacific, which induced the company to alter its previously published arrangements for the sailings of the mail steamships. Mr. Borden and Mr. Hazen must have known that this information would be asked for, but no attempt had been made to secure it. They themselves professed utter ignorance of the terms of the agreement. So keenly were the delegates disappointed by their reception that they expressed themselves in very vigorous terms, and were finally assured that the agreement would be got and laid before them. After waiting for a reasonable time, they made further inquiry, and discovered that the agreement had been forwarded from Moncton at the government's request by mail. Apparently twenty leading business men of St. John, who had already been too long delayed, were expected to cool their heels upon the doorstep of the council chamber while the information they sought was making the journey from Moncton to Ottawa by mail.

(8) At length, in response to a further determined protest, the terms of the agreement were forwarded by wire, and they had no sooner been examined by the St. John delegation than a resolution was passed declaring that they showed discrimination against the port of St. John. This resolution was sent to Mr. Hazen. Now Mr. Hazen and the delegates are to see Sir Thomas Shaughnessy and discuss the matter with him, and it is intimated that about the same time Mr. Gutelius will lay this remarkable agreement for the first time before his chief, the minister of railways.

A mere recital of the facts of the case must convince every reasonable man that the government has not been perfectly frank in this matter. Few business men will accept the statement, even on the authority of the prime minister, that Mr. Gutelius has been given such absolute authority, and that he would so exercise this authority as to bring about so complete a reversal of policy as that involved in the switching of the mail steamships from St. John to Halifax, without first consulting someone who was higher in authority than himself. Mr. Hazen is now co-operating with the St. John delegation in an effort to get justice for this port. It is greatly to be regretted that St. John's representative

did not learn sooner what the government, of which he is a member, was assenting to, in the matter of the diversion of the mail steamships from St. John to Halifax; and it is also regrettable that the very first protest was not entered and the first information of the injury about to be done to this port had not been received from the city's representative in the government. However, Mr. Hazen is now exerting his influence, and he may be assured that never at any stage of his career was he so universally supported by the public opinion and the determined spirit of a whole constituency.

It is intimated that the delegates will return to the city tomorrow. They have spent much valuable time in their efforts to serve the city of St. John. Their report should be received by a public meeting, so that the citizens might hear what they all have to say, and at the same time express appreciation of their determined efforts, and take such further action as may be deemed necessary in the interests of the port of St. John.

NEW MONTREAL PAPER

The Times has received the first copy of Montreal's new daily paper, The Daily Mail, of which Mr. M. E. Nichols is president and director, and Mr. B. A. Macnab vice-president and editor. It goes without saying that a newspaper of which Mr. Macnab has editorial supervision will be thoroughly up-to-date in its news departments, and will be full of interest for the general reader.

The new journal announces itself to be independent in politics, and that it will deal with men and measures as it finds them. In Imperial matters it "believes that Canada's destiny lies in its development as a nation within the British Empire." In this first issue there are special contributions from Mr. John E. Redmond, M.P., presenting the case for Home Rule, and from Sir Edward Carson, presenting the case for Ulster; while Sir Charles Tupper sends a communication asserting his view that Canada's rapidly increasing development will ultimately surpass that of the United States.

The Daily Mail makes its advent at a very interesting period in the history of Montreal journalism. Today's despatches tell of a suit for \$100,000 by the Herald against the Star, which it charges with conspiracy to destroy the Herald's business. There has been considerable speculation as to the attitude of certain Montreal financiers toward not only the Mail, but the other new paper, the Daily Telegraph, which lately took the place of the Montreal Witness and has proved itself to be a very able exponent of the principles and policy of the Liberal party. The Herald was formerly Liberal, but now professes to be independent, or in the same class, apparently, with the Daily Mail.

THE COST OF LIVING

Those who hold that the Canadian duty should be taken off flour will have their views confirmed by the following from the Montreal Telegraph:—"Actually you can buy Canadian flour in England at a cheaper price than you can buy it in Montreal, the ocean shipping point. To bear this out with a recent instance, we give the following prices obtained for flour in three important markets on September 12th of this year, the unit of quotations used being the Canadian, per barrel of 196 pounds:

Grade	Winnipeg	Montreal	London
Top	\$3.00	\$3.10	\$4.18
Patent	4.50	4.90	4.06
Bakers	4.00	4.10	3.60

"It would appear that an enterprising Canadian might profitably import Canadian flour from London. This might also help to solve the westbound freight problem, which is one of the crucial factors in the whole situation."

If General Manager Gutelius is the whole thing, why have a minister of railways?

Of course this is an appropriate time for the Standard to interview a Halifax man on the shortcomings of St. John and its people.

Let us have another public meeting to receive the report of the delegates to Ottawa, and further to consider what may be done to have the Canadian mails carried by what the Canadian Pacific officials have declared to be the fastest route.

The St. John Standard provides the humor of the situation in the matter of the mail steamships by its efforts to detach Mr. Borden from himself, and to do the same for Mr. Hazen. Of course the thing cannot be done, but the Standard still has hopes.

The delegates to Ottawa are presenting bouquets to the alert and capable president of the board of trade, Mr. J. M. Robinson, for the fact which he displayed in the negotiations with the government. But why should special fact be necessary? Must St. John's representatives wear gumshoes when they go after their rights?

BIRTHDAYS OF NOTABILITIES

FRIDAY, OCTOBER 10

L. G. Ogden, of Montreal, one of the vice-presidents of the Canadian Pacific Railway Company, was born in New York on Oct. 10, 1844. He has been with the C. P. R. since 1881.

John Leslie of Ottawa, who has had a unique career as private secretary to a long line of public men, was born in Montreal sixty-six years ago today. He was first employed on the Grand Trunk Railway but entered the civil service in 1872.

A. W. Savary, Annapolis Royal, N. S., retired county court judge, and a literary man of some celebrity, is eighty-two years of age today. He sat in the first parliament after Confederation.

John Thorburn of Ottawa, retired educationalist and public servant, who was for many years head-master of the Ottawa Grammar school, was born in Lanarkshire, Scotland, on Oct. 10, 1830.

LIGHTER VEIN

Never Quit

"In the old days doctors used to bleed patients for most of the diseases."
"They still do, my boy; they still do."

The Other Way

Mrs. Sourspite—"When I gave you that solemn warning against marrying, I said that some day you would regret it. That time will come, mark my words!"
Mrs. Newed—"The time has come."
Mrs. Sourspite (gleefully)—"I thought so! They regret your marriage?"
Mrs. Newed—"Oh, no! I regret the warning you gave me. It kept me from marrying for nearly a year."

Disquieting

"Mamma, why did you marry papa?"
"So you've begun to wonder, too?"

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E. Clinton Brown, druggist, St. John, N. B.

In Montreal yesterday a suit for \$100,000 was entered by the Herald Co., Ltd., against the Montreal Star Publishing Co., the Montreal Standard Publishing Co., the International News Service, Sir Hugh Graham, owner of the Star, and Charles F. Crandall, managing editor of the Star. The plaintiff's declaration charges a conspiracy to ruin its business on the part of the defendants in connection with the publication of certain circulation features.

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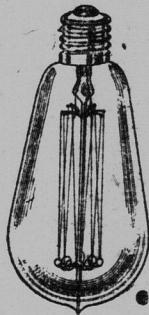
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