

The Evening Times and Star

ST. JOHN, N. B., OCTOBER 23, 1913.

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TAXPAYERS SUFFER

Mayor Frink estimates that the city will suffer a loss of harbor revenue to the extent of nearly fifteen thousand dollars as a result of the switching of the Empress steamships to Halifax. This means that there will probably be a deficit on harbor account during the coming year. The citizens of St. John have taxed themselves very heavily to provide terminal facilities for the trade of Canada. They did it cheerfully, and made larger expenditures to provide such facilities than have been made by any other city in Canada. They have been content with a very low rate of charges for the facilities provided, and now they are called upon to face a deficit, because the government railway has given such terms to the Canadian Pacific as to induce the latter company to carry traffic past St. John to the port of Halifax.

It is not time for another mass meeting, in a place somewhat larger than the York Theatre, and for such a protest as will arouse something more than the languid interest thus far shown by members of the Borden government in the representations made in behalf of this city?

MR. FOSTER'S SYMPATHY

Probably the most indignant St. John delegation that ever interviewed a member of an Ottawa government was that which interviewed Hon. George E. Foster in the Royal Hotel some time before the defeat of the Conservative government in 1906. St. John was then making a fight for her rights as a winter port, and then as now a Conservative government turned a deaf ear. A delegation met the Hon. Mr. Foster in the Royal Hotel, and they were received with such an utter lack of sympathy by the then minister of finance, although some of them were Conservatives, that they expressed themselves in very vigorous language at the close of the interview. The fact is worth recalling at this time. St. John is again fighting for recognition of her just claims, and Mr. Foster has come to town. He is the minister of trade and commerce in the Borden government. He was asked yesterday by the St. John Standard, the organ of the government, what he had to say about the present situation regarding the switching of the Empress steamships away from their natural port to the port of Halifax. Mr. Foster, in reply, had no information to give, nor any explanation, but as on that former memorable occasion, he had some curt advice to offer. He said:

"The people of St. John want to keep their hats on."

In their present temper the citizens of St. John will greatly appreciate this counsel from a member of the Borden government.

THE MEN HIGHER UP

Mr. Gutelius believes that the agreement made with the C. P. R. to switch the mail steamships from this port to Halifax is binding. At least he appears to have expressed that view at the conference with members of the board of trade yesterday. In the same interview he is said to have used the expression, "I am only the hired man." If a hired man can make a binding agreement in behalf of his employer, such as that which Mr. Gutelius has made, it is quite time for Canada to adopt a new interpretation of the relations between the government and its hired men.

But, as the Times has before pointed out, the board of trade is merely wasting time upon Mr. Gutelius. Its appeal must be made to the men higher up. Mr. Borden, Mr. Hazen and their colleagues are the men to whom this city must look for redress. If they permit the government railway to be used to divert traffic from its natural channel, either for the benefit of a railway company or a city, they are not doing their duty. Mr. Gutelius professes to believe that he has made a profitable arrangement for the Intercolonial Railway, but it must be a very much more profitable arrangement for the Canadian Pacific Railway, or the latter would never carry traffic past what Sir Thomas Shaughnessy describes as its natural port.

There is no getting away from the facts. St. John is the natural port and the traffic was slated to come here during the winter. The change in favor of Halifax has not been made because Halifax has better terminal facilities. Mr. Gutelius himself admits that there will be congestion at Halifax. There will also be congestion along the line of the Intercolonial Railway, to the injury of the local traffic of that line. If the members of the city council and board of trade do not put forth even greater exertions, as a result of the interview with Mr. Gutelius, they will utterly fail to do their duty to St. John. But they must go to the men higher up.

A REAL DANGER

Mr. Gutelius was disposed to be reticent yesterday when asked to say something about the switching of the mail

steamships from St. John to Halifax. At first he refused to be interviewed.

If we may trust the reports in the Halifax newspapers, Mr. Gutelius was more communicative when in that city, selecting the berths for the mail steamships, and making other preparations for handling the business which should be handled at St. John. He is reported to have assured the Halifax people that the steamships could be accommodated there, and he went on with the arrangements without paying any attention whatever to the fact that Mr. Borden had pledged himself not to permit any discrimination against St. John. There had been sufficient discrimination to induce Sir Thomas Shaughnessy to switch the traffic of the mail steamships away from their "natural port" to the city of Halifax, but Mr. Gutelius went on with his preparations.

It is quite evident that while some politicians are marking time, and some citizens of St. John are afraid to speak out lest they be suspected of partisanship, Mr. Borden has made up his mind that the reasonable demands of St. John are not to be granted, and that the mail steamships will not be brought back to St. John for the coming winter. This, in itself, is a serious enough situation, but there are many indications which seem to point to the steadily growing influence of the Canadian Pacific with the government at Ottawa; and there is reason to fear that a strong effort may be made, with the consent of prominent Tory politicians, not only to sacrifice the Intercolonial Railway, but to hand over the control of the St. John Valley Railway to the big corporation.

There never has been a time when there was greater need of vigilance on the part of the people of the Canadian Pacific Railway Company. It is not merely a matter that affects St. John, but one that affects the provinces generally, and the time is at hand, if it has not already arrived, when some strong man should have the courage to put his "back to the wall" and defend the interests of the people.

The fight, however, is not to be waged against the Canadian Pacific, but against the government, without whose encouragement and support the railway corporation would be entirely powerless in these matters.

The Royal Line of steamers will not come to St. John. The vice-president of the C. N. R. has said so.

"Mr. Gutelius is unquestionably a very able railway man," says the Standard. He certainly appears to be quite too able for the Hon. J. D. Hazen.

"Keep your hats on," says Hon. George E. Foster to the people of St. John. They certainly will not take off their hats to wave them in honor of a government which has sacrificed the interests of this city.

The Standard appears to object to the phrase "policy of tribute," as applied to the Borden naval policy. The people of Canada object not only to the phrase but to the policy which it describes. Canadians will not hire their fighting tone.

Mr. Gutelius says he does not believe the C. P. R. ever put out a bona fide advertisement that the Empress boats would sail from St. John this winter. Mr. Gutelius is trifling with the intelligence of the people. The Empress boats would have come to St. John, but for the agreement which he made with his former employers to carry the traffic past its natural port to Halifax.

CANADIAN LAD MAY BE A FUTURE BRITISH ADMIRAL

"A future British admiral" is what his friends like to think about him, though he is only on the first step towards that much coveted position. Cadet Ashe, won a pass of distinction to the Royal Naval College at Osborne, and is now serving his second term there. He comes of a naval family; his grandfather was the late Commander Edward E. P. Ashe, M. P. O. He is a son of F. W. Ashe, of Toronto and Quebec, who is London manager of the Union Bank of Canada.

PLEADS GUILTY TO MURDER

Edwin Goodwin, 18, of Surry, Me., admits that he killed and robbed Captain Harry C. Young.

Edinburgh, Me., Oct. 22.—In the supreme court here, Edwin Goodwin, an 18-year-old Surry boy, pleaded guilty to an indictment that he murdered Capt. Harry C. Young, on October 29, 1912. He was remanded for sentence. Goodwin confessed immediately after the killing and robbing of Captain Young, a retired sea captain who kept a small store at Surry. When arraigned in April on the indictment reported in the papers, he pleaded not guilty and a motion by counsel that he be committed to the state hospital at Augusta for observation of his mental condition was granted. The observation having failed to show he was insane, the boy decided to plead guilty to the charge. There is no death penalty in Maine.

If every one in town knew the true values offered by the McCleary Mfg. Co. fire sale, there wouldn't be teams or drays enough in St. John to deliver the stoves, if required at once?

BIRTHDAYS OF NOTABILITIES

THURSDAY, OCTOBER 23.

Sir Frederick William Taylor, manager of the London branch of the Bank of Montreal, was born at Moncton, N. B., fifty years ago today. He entered the service of the bank in 1878 and rose by degrees to be manager of the London branch in 1905. He was knighted this year.

P. G. Roy, of Lewis, P. Q., one of the chief men of letters in Quebec, and author of numerous books on historical subjects, observes his forty-third birthday today. He is a native of Lewis and is a newspaper man by profession.

Hon. R. B. Carman, county court judge for the county of Lincoln, Ont., and having been Rev. Dr. Carman, superintendent of the Methodist church, was born seventy years ago today in Iroquois Ont. He practised law originally in Cornwall.

LIGHTER VEIN

A GOOD FIELD

Rankin—What do you think about simplified spelling, old man?

Rogers—That the promoters of it ought to send missionaries to Wales—Judge.

Considerate

"How do you tell bad eggs?" queried the young housewife, "I never told any," replied the fresh grocery clerk, "but if I had anything to tell a bad egg I'd break it gently."

Neighborly Chat

"What kind of a housewife is Mrs. Gadaway?"

"Well, I've heard a hoarse whisper to the effect that her husband darts his own socks."—Pittsburg Post.

Her Vain Longing

Once she filled him with delight; He called her then his slim gazelle. Her poise was graceful; he was quite Enchanted for a happy spell.

Sometimes he tenderly referred To her as being fawnlike, Oh, Her glad heart fluttered as she heard His praise—but that was long ago.

She is no longer trim nor slim, Long since she lost her girlish grace; But oft she sits and looks at him With longing mirrored on her face.

She's no gazelle; for many a year Gray hairs have gleamed upon her brow; But she would give a lot to hear Him call her fawnlike, anyhow.

ARROSTOOK POTATOES ARE GOING TO TEXAS

Austin, Texas, Oct. 23.—More than 200,000 bushels of seed Irish potatoes will be shipped into Texas from Maine during the next three months, according to estimates of men who are in close touch with the potato-growing industry in this state. Last year four full cargoes of seed potatoes, aggregating about 75,000 sacks of three bushels each, entered Texas from Maine through the port of Galveston.

There promises to be nearly double the acreage of Irish potatoes planted the coming season over last season. Effective on Nov. 15, a carload rate of 85 cents per 100 pounds is announced for seed potato shipments from Stockton, Me., to Galveston, minimum carload weight to be 40,000 pounds, in connection with steamers of the Bull line to New York and the Morgan line, New York to Galveston.

First Showing OF Xmas Necklets

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DIAMONDS SET IN PLATINUM

This Lot Has Never Been Surpassed in The City.

Our Xmas Selections Promise To Fulfill our Best Expectations.

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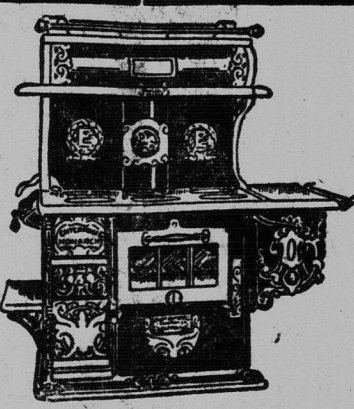


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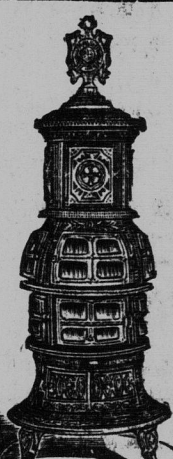
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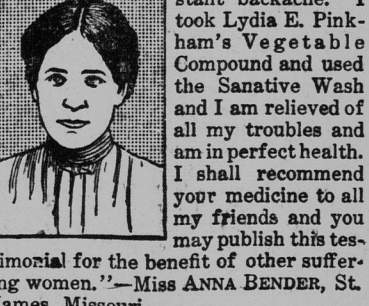
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BACKACHE A SYMPTOM

Of More Serious Illness Approaching. Mrs. Bender's Case.

Backache is a symptom of organic weakness or derangement. If you have backache don't neglect it. To get permanent relief you must reach the root of the trouble. Read about Mrs. Bender's experience.

St. James, Mo.—"About a year ago I was irregular, had cramps every month, headache and constant backache. I took Lydia E. Pinkham's Vegetable Compound and used the Sanative Wash and I am relieved of all my troubles and am in perfect health. I shall recommend your medicine to all my friends and you may publish this testimonial for the benefit of other suffering women."—Miss ANNA BENDER, St. James, Missouri.



Another Case. Dixon, Iowa.—"I have been taking Lydia E. Pinkham's Vegetable Compound for some time and it has done me much good. My back troubled me very much. It seemed weak. I had much pain and I was not as regular as I should have been. The Compound has cured these troubles and I recommend it to all my friends."—Mrs. BERTHA DIERKEN, Box 102, Dixon, Iowa.

If you have the slightest doubt that Lydia E. Pinkham's Vegetable Compound will help you, write to Lydia E. Pinkham Medicine Co. (confidential) Lynn, Mass., for advice. Your letter will be opened, read and answered by a woman, and held in strict confidence.



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Tenders will be received for each separately, or together.

Stock can be inspected at the store or from the stock list at the offices MacRae, Sinclair and MacRae.

The highest or any tender not necessarily accepted.

Dated this 18th day of October, D., 1913.

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