

The Evening Times and Star

ST. JOHN, N. B., NOVEMBER 13, 1913
The St. John Evening Times is printed at 11 and 12 Colborne street every evening (Sunday excepted) by the St. John Times Printing and Publishing Co., Ltd., a company incorporated under the Joint Stock Companies Act.

ST. JOHN BETRAYED

The business men assembled by calling them to go into effect, and the big mail steamships of the C. P. R. and Allan Lines are lost to St. John. In their place, as what the Halifax Echo has described as "a sop to St. John," and as something "to save the hide of St. John's representative," the Royal Line steamships from Avonmouth, near Bristol, are to be placed on the St. John route. Everybody in St. John will welcome the new line of steamships from Bristol, but they will still demand fair play in the matter of the steamships from Liverpool. Mr. Hazen and Mr. Rogers declared yesterday that the government would not permit any discrimination against St. John, and yet they have approved of the Guelph agreement. Do they know that it is not discriminatory? If they do, why do they refer it to the railway commission? If they do not, why do they permit it to go into effect after it has been examined by the railway commission? These agile gentlemen cannot dodge these questions. St. John has been betrayed in this matter, and the betrayal, which permits the Guelph agreement to go into effect before it is submitted to the railway commission.

Mr. Hazen is trying the old commercial dodge of offering his constituents something just as good. He knows that it is very blind if he cannot see that they also know, that this something is not just as good, and that the demand for justice to St. John cannot be satisfied by attempts to divert attention from the main issue. The facts remain that Mr. Hazen, the representative of St. John in the government, permitted the I. C. R. management to conclude a deal which discriminates against St. John. He has neither presented that discrimination nor tendered his resignation. The fight must still go on. St. John's case must be presented before the railway commission, before parliament, and before the country. All that has been said about the superiority of St. John, as a mail and passenger port is as true today as when it was uttered by C. P. R. officials at any time in the past. The business has been taken away from its "natural port," and taken "by the grace of the I. C. R."

MR. HAZEN CONDEMNED
The citizens who attended the board of trade meeting yesterday had a right to expect that the question which is of most vital importance to St. John would first be discussed, and that if Mr. Hazen had any assurance to give to the people who had been so greatly aggrieved over the blow inflicted on this port by the Guelph agreement he would not withhold them for a moment. To the growing amazement of those present the most vital question was kept entirely in the background, and was not even referred to by either of the ministers, although they must have known what was in the minds of the men before them. These men and others had held two mass meetings, had sent a delegation to Ottawa, had followed it with many resolutions and telegrams, had chosen Dr. Pugsley and Recorder Baxter to fight the city's battle before the railway commission, and had assembled yesterday to learn the attitude of their representative in the government. It was his first opportunity since the agitation began to stand face to face with his constituents, and yet he would have treated their expectations with silent contempt had they not insisted on having the case stated and an answer demanded. Then Mr. Hazen lost his temper and, instead of giving the frank and direct statement his constituents had a right to expect, launched into a campaign speech, which was utterly out of place in that assembly. That some gentlemen whose names figure in government contracts, and some other gentlemen who have received or anticipate favors feebly applauded some of his remarks only caused a deeper feeling of resentment among the citizens. The incident of the tearing up of a banquet ticket, and tossing the pieces on the floor, by one indignant member of the board, was not without its significance, as the misguided coteries who are placing party before public interest will presently discover.

DR. PUGSLEY AND MR. HAZEN
There was a very striking difference between the attitude of Hon. William Pugsley and that of Hon. E. D. Hazen before the board of trade yesterday afternoon. Dr. Pugsley was there as the man selected by the board of trade to do all in his power to prevent injustice to the port of St. John in the matter of the Guelph agreement. He courteously asked for a hearing, and although the minister gave no sign of assent the crowd made it perfectly clear that they wanted the ministers to hear Dr. Pugsley, and also to hear themselves the reply of the ministers. Dr. Pugsley, in a calm and reasonable manner stated the case for St. John. Mr. Hazen, in reply, made an angry speech, charged Dr. Pugsley with introducing politics, and gave offence to

the business men assembled by calling them to go into effect, and the big mail steamships of the C. P. R. and Allan Lines are lost to St. John. In their place, as what the Halifax Echo has described as "a sop to St. John," and as something "to save the hide of St. John's representative," the Royal Line steamships from Avonmouth, near Bristol, are to be placed on the St. John route. Everybody in St. John will welcome the new line of steamships from Bristol, but they will still demand fair play in the matter of the steamships from Liverpool. Mr. Hazen and Mr. Rogers declared yesterday that the government would not permit any discrimination against St. John, and yet they have approved of the Guelph agreement. Do they know that it is not discriminatory? If they do, why do they refer it to the railway commission? If they do not, why do they permit it to go into effect after it has been examined by the railway commission? These agile gentlemen cannot dodge these questions. St. John has been betrayed in this matter, and the betrayal, which permits the Guelph agreement to go into effect before it is submitted to the railway commission.

References were made at the board of trade meeting yesterday and at the tory banquet last night to the St. John Valley Railway. These references were made by members of the federal government and by the leader of the provincial government. It will be observed that no new light was thrown upon the subject. Mr. Fleming continues to assert that the St. John Valley Railway will be built, but he gives no information about the bridges, or the exact route by which the railway will come from Gagetown to St. John. Mr. Fleming and Mr. Hazen adopted the shapshorn device of attacking the old government and Hon. Dr. Pugsley, but the people want to know what Mr. Fleming and Mr. Hazen propose to do. If the Grand Trunk Pacific is to reach St. John over the rails of the Valley Railway, then the Valley Railway cannot be too quickly constructed. And yet nothing has been done toward providing the bridges, which must be built in a year or in two years. It is high time these gentlemen abandoned generalities for definite statements and settled the question of the route and the bridges. What, for instance, does Mr. Fleming mean by the following mysterious pronouncement: "There has been some discussion regarding which side of the river the railway will enter St. John. Let me say that it will come by the way that will bring the traffic of the west through the city of St. John." What side is that?

The old song, "The Ship That Never Came Back," was not sung at the tory banquet last evening. Why not? The citizens are again asking what office will be provided for Mr. Hazen, to enable him to escape the condemnation of his constituents at the next election. Those Conservatives who cheered at last night's banquet cheered the humiliation and betrayal of St. John. There are other Conservatives who place the interests of St. John before those of party, and they will be heard from in due time.

It was not a noise like a mail steamer that was heard in the hall of the Standard this morning. It was merely an echo of Mr. Hazen's defiance of the members of the board of trade, who wanted the Guelph agreement referred to the railway commission before the steamships were taken away from St. John. It is not surprising that Mr. Rogers thinks the Courtney Bay works might have been delayed a year. If Halifax is to get the business there is no need of facilities at St. John. But what does the statement of the late C. M. Hays that the facilities at Courtney Bay could not be provided fast enough mean?

The Royal line steamers have not as large a carrying capacity for cargo as the Empress steamers. Coming from Bristol, will they bring as many passengers? Has the C. N. R. the same facilities in the old country for gathering business as the C. P. R.? Since the Royals are offered as full compensation for the loss of the Empresses these questions may fairly be asked.

Mr. Hazen knows that if it is made desirable for the C. P. R. to use Halifax this winter for the mail steamers the same will be expected next winter—if indeed even better terms are not demanded and secured. He knows equally favorable terms will be demanded for the Grand Trunk Pacific traffic, and that the faster the work on the Halifax terminals is pushed the more trade that should be handled at St. John, its natural port, will be diverted to Halifax. How do St. John people like that prospect?

Word was yesterday received at the Quebec agency of the marine department that the government steamer wreckage which were believed to have been part of the steamer Bridgeport now believed to have been lost at sea.

BIRTHDAYS OF NOTABILITIES

THURSDAY, NOVEMBER 13
Alfred Baumgarten, founder and president of the St. Lawrence Sugar Refinery, Montreal, was born in Dresden, Germany, seventy-one years ago today. He is a director of the Bank of Montreal and is prominent in many ways in Montreal.

The Most Rev. Charles Hugh Gauthier, second archbishop of Ottawa, is seventy years old today. He was born in Alexandria, Ont. He became second archbishop of Kingston in 1898 and was moved to Ottawa in 1910.

Aime Geoffrin, oldest son of the late Hon. A. Geoffrin, was born at Montreal on November 18, 1872. He practices law in Montreal, is professor of civil law at McGill University and has acted as counsel in numerous important cases.

John Reade, a poet, essayist and newspaper man whose writings are well known to many Canadians, was born in County Donegal, Ireland seventy-six years ago today.

LIGHTER VEIN
"See here, young man," said the stern parent as he entered the parlor, "you have been calling on my daughter frequently of late. Are your intentions serious?" "They certainly are, sir," answered the young man. "I'm trying to induce her to exchange \$100 and her old piano for a new one."

A Yankee attorney was addressing a jury on behalf of a prisoner. "Gentlemen," he said, "witnesses have sworn that they saw the accused fire his gun; they have sworn they saw the flash and heard the report; they have sworn they saw Pete Jackson fall; they have sworn that this bullet was extracted from Pete Jackson's body; and gentlemen, in the name of justice, I ask you, where is the evidence that the bullet hit Pete Jackson?"

It was on an East Texas train. The little coffee pot of an engine, having wheeled laboriously over serpentine rails, jolted to a restful stop at no place in particular. Time passed tediously. Some of the passengers staked up and down hats down over their eyes and tried to forget it. When a half hour had elapsed the conductor came through. "Say friend," said a querulous-voiced old man, "as near as you can tell, what's holdin' 'er?" "We're taking on water," was the explanation.

"Well, why don't you get another tea-spoon? That one seems to leak something dreadful!"—Pulteney's Magistrate.

"Well, my son," said a good-natured fellow to an 8-year-old son the other night, "what have you done today that may be set down as a good deed?" "Gave a poor boy a penny," replied the boy.

"Ah, ah, that was charity, and charity is always right. He was an orphan boy, was he?" "I didn't stop to ask," replied the son. "I gave him the money for linking a boy who upset my school bag."

"You tell me," said the judge, "what this is the person who knocked you with his motor car. Could you swear to it?" "I did," returned the complainant eagerly, "but he didn't stop to hear me."

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Water—"There was, sir, but I wiped it off."

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MORNING NEWS OVER THE WIRES
A decrease of 88,000 in Ireland's population between 1900 and 1910 is reported. There were 346,084 emigrants in the ten years. James H. Dennison, bookkeeper with the Massey-Harris Company at Toronto, was yesterday sentenced to three years in Kingston penitentiary on a charge of stealing \$27,000 in three days from his concern.

LEFT TO ITSELF ECZEMA SPREADS
When left to itself, eczema, as a rule, runs on indefinitely. Even with careful treatment it is often obstinate in resisting curative measures. The cause is often difficult to find, but you can readily obtain relief from the dreadful itching by the application of Dr. Chase's Ointment. This treatment cleanses the sore spots and sets up a process of healing which leads to complete cure.

HERE IS THE SECRET OF LONG LIFE
While looking forward to health and long life it is possible that you are unaware of the conditions necessary to attain healthful old age. Careful eating, and consequently preservation of the health and vitality of the digestive and excretory organs, is of the greatest importance. Overeating is the usual cause of torpid, sluggish liver action, and when the liver is sluggish additional work is thrown on the kidneys and they break down. Kidney disorders are the great source of suffering in old age. Rheumatism, bodily pains, aching arms and legs, backache and lumbago are the result.

EARLY ATTACK ON THE USELESS XMAS GIFT
The Spugs are at work again launching their second year of activity. They constitute the Society for the Prevention of Useless Giving and refuse to plan terms their organization for the purpose of preventing the exchange of Christmas presents made old age.

Evening Footwear

SATIN PUMPS in black colors to match the gown are very popular. \$3.00 to \$5.00. PATENT PUMPS with a riot of buckles and bows for trimmings are next in vogue. Price from \$3 to \$4.50. SUEDE PUMPS, Dull C Pump, Vici and Pat Strap Slippers, from \$1 to \$4.50. For gentlemen, the pig Goodyear welt or turn sole Pump is the leading leather; dull calf and patent Prices \$3, \$3.50, \$4, \$4.5, \$4.75. Patent and Kid Ties, from \$1.75 to \$5.00. Patent Laced and Button Boots, \$4.00 to \$6.00.

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ARNOLD'S DEPARTMENT STORE 83-85 Charlotte Street

3 pkgs. lemon flavor - 25c 3 cans corn - 25c 3 cans peas - 25c 7 lbs. New Buckwheat - 25c 7 lbs. oatmeal - 25c Potatoes 18c peck Gravenstein Apples 25c pk.

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