

## RINGING SPEECHES, LAST EVENING, AT MEETING OF NORTH END CONSERVATIVES

(Situation Arising Through Withdrawal of Empress Steamers Thoroughly Discussed—Appreciative References to Splendid Work Done for St. John, by Hon. J. D. Hazen—Officers Elected for Year.)

A record attendance with unlimited enthusiasm marked the annual meeting of the North End Conservative Club last evening.

Eloquent addresses touching principally on the position of St. John in connection with the proposed change in the C. P. R. mail steamer service were delivered by Philip Grannan, M. L. A., L. P. D. Tilley, M. L. A., John C. Chesley, past president of the North End Conservative Club, and J. Starr Tait, president of the R. L. Borden Club.

After the regular business had been transacted, the election of officers was held and the meeting developed into an informal smoker.

The addresses delivered during the evening were received with much applause, and the individual members present were most enthusiastic. The club is now in a very flourishing condition, and as the report of the secretary-treasurer last evening showed is financially sound with a substantial balance in the hands of the treasurer.

When the meeting was opened new members were received and the regular business was then proceeded with. The secretary-treasurer submitted his report showing that with all bills incurred during the year, accounted for, a large balance was in the treasury of the club.

The nomination and election of officers resulted in the following being chosen: John Thornton, president; F. H. Elliott, 1st vice-president; Frank Priest, 2nd vice-president; Charles Green, 3rd vice-president; Stephen A. Payne, secretary-treasurer.

The following were elected members of the executive: Walter Logan, Landdowne; Charles McConnell, Dufferin; R. J. Adams, Lorne; William Giersey, Stanley; and others.

After this business had been transacted the meeting was turned into an informal smoker, which was marked by ringing addresses by several persons.

J. Starr Tait, president of the R. L. Borden Club, was called to address the gathering, and spoke briefly touching upon the C. P. R. C. R. agreement with regard to the mail steamers.

After congratulating those present on the success of the North End Conservative Club and the large and enthusiastic gathering in attendance at the meeting, the speaker said that he thought the members of the club should take no part in the "kitchen" that is going on in the city with regard to the C. P. R. agreement. He expressed an opinion that the government would hasten to increase the West Side facilities giving the city two or three more wharves, and he felt that next year the C. P. R. mail steamers would be sailing from this port.

Not Proper Stand.

Philip Grannan, M. L. A., was the next speaker. In a few remarks he briefly outlined the position St. John should take in the C. P. R. matter.

The speaker said in part: "I notice there is going to be another citizen's meeting. Well, that in my mind, is not a proper way to go about the matter. If the Conservatives care to get together and settle the matter with Mr. Hazen then they are not taking the proper course."

We do not want that kind of a man who said our representative had his wishbone where his backbone ought to be. In my opinion the gentleman who made that statement had too much jaw bone.

The speaker pointed out that nothing but co-operative action on the part of the citizens of St. John, irrespective of politics, could aid in undoing the injustice done this port.

Mr. Tilley's Address.

L. P. D. Tilley, M. L. A., was then called and outlined the situation in the following words:

"Gentlemen, I want to speak to you this evening in regard to a matter which is at the present time uppermost in the minds of the people of St. John, and to some extent, I trust, of the people of New Brunswick. I refer to this port-to date referred to as 'The Winterport of Canada,' also the status of the Intercolonial Railway. The time appears to have arrived when Conservative clubs and organizations should be alive to every move in the game on the C. P. R. and I. C. R. checkerboard."

"I am not going into the past history of this port. You know the conditions which have existed here for the past ten or twelve years, but permit me to summarize the situation in a few brief words as follows: This port has to date had a fair share of the mail and passenger boats and of the freight boats terminating their voyages at St. John. We have heretofore been able to supply, though somewhat cramped for berths, most steamers by five or ten days coming to the port of St. John this winter. When the original mail contracts were let, I am informed that the C. P. R. agreed and undertook to run the Empress boats from the city of St. John. When the said contracts terminated, as they will on November 1st next, new terms were asked for by the C. P. R. and they might properly be discussed under the following headings: First, either a direct service from St. John to Liverpool, or a

direct service from Halifax to Liverpool, or a divided direct service from St. John and Halifax to Liverpool. These three last named propositions appear to me to cover the passenger and mail boat situation.

"Very well, what happened? The C. P. R. management, who for years had had covetous eyes on the People's Railway, said to the government of the day that there would naturally be strong pressure brought to bear from the ports of Halifax and St. John to have direct mail sailings from one or the other ports to the government, and the C. P. R. came to an understanding that there should be an 'open door' so to speak, in other words that both ports should compete on equal footing for the mail and passenger service. The Halifax papers said: 'This is a good arrangement.' The St. John papers said the same. 'The port that can serve the interests of the people of Canada for mail and passenger service wins, everything else being equal.'"

"Up to this state of the 'game,' I used the word advisedly. Everything was running smoothly, but here comes in a great big 'but,' a 'but' that butted into the former 'open door' compact and agreement. The C. P. R. management said 'We have now our choice of two ports on equal terms. We prefer St. John, but if the I. C. R. management will give us concessions over its mail—something we have long asked for, thereby amending the open door proposition to a door half closed or ajar, we will go on to Halifax with our mail and first class passenger boats.'"

An Important Question.

"Now, gentlemen, what happened? The C. P. R. in order to secure these concessions from the I. C. R. sent out notices that the two new Allan line boats and Empress boats would run from St. John, while all the time they didn't intend they should, provided the I. C. R. gave them certain concessions. 'By the grace of the I. C. R.' are the exact words of Sir Thomas Shaughnessy, and I say to you this evening 'By the grace of the I. C. R.' has been violated. Now the question naturally arises, 'Should a government railway, the building of which was one of the conditions of the Maritime Provinces coming into the Federation, be used by the C. P. R. as a subsidiary railway and so used to the detriment of any port of the Dominion?'

But this is exactly what has happened. The manager of the I. C. R. has entered into an agreement with the C. P. R. By whose authority? That is the question that you and I and every Conservative organization in this city should ask and expect an answer. If the answer comes back to us, 'By the authority of the Minister of Railways and without the knowledge or authorization of the Honorable J. D. Hazen or the Prime Minister,' then I say to you that the management of the I. C. R. is a disgrace. If the answer is that the management of the I. C. R. is a disgrace, then I say to you that the management of the I. C. R. is a disgrace."

A Suggestion.

The Intercolonial Railway runs through the territory represented by the prime minister and the Hon. J. D. Hazen, and if the manager of the I. C. R. or the Minister of Railways can enter into an agreement with the C. P. R. or any other railway whereby the terms of said agreement vitally affect the interest of any

other government ever attempted to put the railway on a paying basis. To fulfill his duty and put the I. C. R. on a paying basis Mr. Gutelius went to one of the greatest railways, the C. P. R. He didn't care who the port of Halifax or St. John, but worked for the interests of the railway.

The proper and only way for St. John to act is to take the matter out of politics. The Telegraph and Times are trying to bring it into politics.

Mr. Hazen's Good Work.

There was never a representative sent from here who did so much good for the port of St. John as Mr. Hazen. He was not a member of the Cabinet for more than three months when he had work begun at Courtney Bay. No political influence was brought to bear in this matter. It was simply an agreement between the heads of the I. C. R. and C. P. R. railways. There is no man who fought for this port more than Mr. Hazen. I think it is up to us to stand by him to a man and work for the interest of this port."

The Valley Line.

I trust that for the future, we should never hear any member of the St. John Board of Trade or any one else, advocating that the Valley Railway should have its terminus on the West Side of St. John harbor, or, in other words, coupling up with the C. P. R. or having concurrent running rights over that road. I for one am not willing to agree with the view of a few of my Conservative friends who say, 'Let Halifax have the mail boats and St. John have the freight boats and freight boats, but let our own port, which we have struggled and worked to uphold, have its fair share also of the mail, passenger and freight boats.' And while we are working for this end, let us put our shoulders to the wheel and help to press for an increase in the wharfage facilities for the West Side. Don't let us divide on this matter, but all pull together to keep the Intercolonial Railway intact."

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## MANY ANSWERS TO STANDARD'S BIG PUZZLE

Great Rush of Business Yesterday—Chances to Win Big Money Still First Class.

In connection with The Standard's puzzle contest a number of contestants have sent solutions and accompanied them with cash remittances for which they ask that The Semi-Weekly Standard be sent. It has been repeatedly stated in the announcements regarding this contest that the Semi-Weekly Standard will be sent by mail only, and as is well known, the postal authorities will not deliver a St. John paper in the city of St. John. The Semi-Weekly edition can be sent only to points outside the city, so it is useless for city contestants to ask for that edition to be delivered to their addresses.

The beginning of the final two weeks on this first period of the contest witnessed a great rush of business yesterday. Apparently competitors have been holding back in order to make sure of their count and are now commencing to send in their solutions in earnest. It is anticipated that during the next couple of weeks, or until the contest closes, hundreds of answers will be received. It is not giving away any secrets to state that the answers show a great variation, but of course, as they cannot possibly all be correct there are just as good chances now for the big prizes as there were when the puzzle was first announced.

his sermon "How to read the Bible." The address proved most interesting and instructive. The special children's service in the afternoon had the attendance of any of the meetings yet held.

At the evening's service at eight o'clock the missionary dealt with repentance, taking for his text Matthew 3, 2—"Repent Ye."

The speaker pointed out that in the present day preaching and writing the doctrine of repentance is sadly neglected. The meaning and significance of repentance were explained fully by Rev. Mr. Newton.

ST. LUKE'S MISSION WAS WELL ATTENDED

The mission, which is being conducted in St. Luke's church, continues to attract large numbers. The attendance at each of the services yesterday was most unusually large.

At the three o'clock service Rev. Mr. Newton chose for the subject of

## WILL NOT PERMIT MRS. PANKHURST TO MAKE COLLECTION

Lecture before Women's Franchise League of Indiana Called off on this Account.

Indianapolis, Ind., Oct. 27.—Mrs. Emmeline Pankhurst, the English suffragette will not address the Women's Franchise League of Indiana in this city as had been planned. The engagement was cancelled today by the league officials.

The reason given was that Mrs. Pankhurst requested that she be permitted to take up a collection at the meeting, in addition to the stipulated sum which she had first agreed to accept for addressing the league. Mrs. G. M. Henderson, secretary of the league, said the English militant would not be allowed to take up a collection and the engagement was declared off.

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Temperance Workers.

All temperance workers of the South End of the city are asked to meet this evening at 8 o'clock in King's Hall, St. James street, to meet the Grand Scribe of the Sons of Temperance, who will be present to organize a branch of the Sons of Temperance. Full regalia has been secured and the hall has been placed in readiness for the work. E. C. Henigan will also be present to assist.

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