

## THE WEATHER.

Forecast.—Maritime—Moderate winds; fair; not much change in temperature.  
 Washington, Oct. 6.—Northern New England—Cloudy Tuesday and Wednesday; moderate variable winds, mostly east.

Toronto, Oct. 6.—Pressure is high over the eastern portion of the continent and the weather is fine and warm from the Great Lakes to the Maritime Provinces. In the West it has been cold and unsettled with snow or rain over the greater portion of Manitoba and Saskatchewan.

## Temperatures.

	Min.	Max.
Victoria	44	50
Vancouver	42	50
Kamloops	34	53
Calgary	28	44
Edmonton	25	48
Battleford	26	40
Prince Albert	22	36
Moose Jaw	21	35
Qu'Appelle	22	34
Pelly Sound	42	58
London	59	63
Toronto	57	61
Kingston	54	68
Ottawa	54	74
Montreal	54	70
Quebec	50	70
St. John	54	66
Halifax	56	70

## AROUND THE CITY

## THE WORLD'S SERIES GAMES.

The Standard has arranged for telegraphic service covering the world's series of baseball games, by innings. The results will be posted on the bulletin board in the window of The Standard office as they are received and this paper will be pleased to answer to the best of its ability, all telephone enquiries on days on which games are played.

## Horse Races.

Horse races at Moosehead tomorrow. Train leaves at 2 o'clock.

## Market Revenues.

Mayor Frink stated yesterday that the market revenues for September were \$71.40 in excess of the corresponding month last year.

## Violating Traffic Laws.

The police are getting after citizens who violate the city ordinances regarding traffic. Four reports were entered on the police books yesterday against Frank Garson, John Woods, Louis Kominsky and Samuel Treutowsky.

## Truant Lodged in Jail.

Another proof of the need of some suitable place for cases of the kind was manifested last night when a thirteen-year-old boy had to occupy a cell in the jail. The child, against whom the lad was truant, was arrested last night.

## Children Lost and Found.

A couple of three-year-old children strayed from the paternal roof tree yesterday and became lost in the busy streets of the city. The youngsters were taken in charge by the police, and after their names and addresses had been ascertained they were returned to their parents.

## Ferry Traffic Growing.

Comm. Schofield stated yesterday that there was an increase of 5,462 ferry passengers for September as compared with the same month last year, and an increase of 193 in the number of teams. Total receipts of the ferry to September 30 reached \$44,840; total expenditures \$38,592, leaving a balance of \$6,248.

## Mrs. Mary D. Lord.

In the death of Mrs. Mary D. Lord, widow of James Lord, which occurred yesterday at the residence of her son Henry, No. 79 Water street, West St. John, the city loses one of its oldest residents and a host of people an old and valuable friend. The deceased, who was in the 90th year of her age, was highly respected by all who knew her. The late Mrs. Lord is survived by four sons, Henry, George, James and Wellington, and three daughters, Mrs. William Christopher, Mrs. Chas. Holder and Mrs. George Clark, all of West St. John. The funeral will be held from the late residence at half past two on Wednesday afternoon.

## A Missionary Evening.

The regular monthly Missionary meeting of the Leinster B. Y. P. U. was held in the vestry of the church on Monday evening, Oct. 6. After the usual opening exercises, Mrs. J. J. Gillis took up the study of the life of Dr. Judson. Among those assisting in the program were Mrs. Barlow, the Misses Everett and Barlow, and Messrs. Gillies. Mrs. Gillies told of all the many trials that Dr. Judson and his wife were forced to undergo and of their ultimate success. The large number in attendance thoroughly enjoyed the program.

## WHERE \$100 CAN PLACE YOU.

One hundred dollars will buy you one share in the River Bank Silver Black Fox Industry, and insure you bigger, quicker and better returns than any other stock sold at \$100 a share. We have sold \$65,000 worth of stock, we issued \$75,000. We have at our farm at Renforth 6 pairs of genuine Silver Black Foxes. See ad. on page six of this issue.

## Best Values in Underwear at F. A. Dykeman &amp; Co.'s Store.

Many people depend entirely upon their store for their underwear. They go there season after season, not only because they know that the best values are there but the greatest assortment as well. Nothing is of greater importance in preparing for winter than the right underwear. The prices you will find a little lower than the same goods can be bought elsewhere. Vests, 35c, 50c, 55c, 75c, 95c, \$1.25, \$1.50. Drawers, 25c, to \$1.25.

Ladies' night at Queen's Rollaway.

# GREAT MASS MEETING OF CITIZENS DEMANDS THAT JUSTICE BE GIVEN PORT

Leaders in Conservative Party Place City Ahead of Political Considerations and Make Strong Appeal to Government for Full Explanation of C. P. R.'s Sudden Change of Front.

Continued From Page One.

and at least to have the Empress boats discharge the mails here. If the Empress boats had been permitted to come here little objection would have been made to the two new Allan boats stopping at Halifax.

"I have much pleasure," added Senator Daniel, "in seconding this resolution, and hope that the impression it will make upon the government will be such as to prevail upon it to take steps to rescind this arrangement, and put St. John upon an equal basis with our sister city."

As the Senator concluded the gathering showed its appreciation of his action by prolonged cheering.

## Mayor Frink.

Mayor Frink, who was next called on, said he was strongly in sympathy with the resolution. He recalled that a short time ago the government decided to allow the steamships the option of using either of the ports of St. John or Halifax.

The steamship companies declared then that St. John was the port they would use; in fact, St. John officials for years had declared they would deliver the mails much more expeditiously if landed at St. John.

St. John did not want to take everything from Halifax, and could appreciate its feelings when it was learned that practically none but the Canadian Northern ships would use the port of Halifax. That condition was, no doubt, intolerable to them. They asked Mr. Borden what he was going to do about it.

The statement had been made that the government had used no influence to change the policy announced by the steamship people, but on that point the people of St. John would have views of their own.

Referring to his trip to Montreal the Mayor said that although he had an interview with the vice-president of the C. P. R., Mr. McNichol had not mentioned a word about the Empress boats going to Halifax. He did not think they could expect a complete recession from the attitude assumed by the C. P. R., but there should be a partial recession. They might expect to get either the Empress boats or the two big Allan liners to come to St. John. In any case the citizens were entitled to the fullest explanation of the reasons why St. John was being discriminated against.

## Issues A Warning.

John F. Brayley, an I. C. R. clerk, arose in the audience and said the thing the people had to guard against was the possibility of the C. P. R. getting running rights on the I. C. R. If it did there would soon be no I. C. R.

## A National Viewpoint.

W. M. Jarvis, who was called on by the audience, said he would like to take the question away from the standpoint of either Halifax or St. John, and consider it from the viewpoint of Canada.

"Ten years ago, while president of the Board," said Mr. Jarvis, "I accompanied a delegation to Ottawa, and there were told the Allan line wanted to cut out St. John and make Halifax their terminal port. Later I was asked to sign a statement to the effect that members of the Board of Trade were agreeable to allowing two boats of the Allan line to make their terminals at Halifax. Some members of the council of the board had signed the statement; the board took no action; and two boats stopped at Halifax that winter. Next year I met Sir Hugh Allan in Halifax, and asked him what the result had been of having the two boats stop at Halifax.

Sir Hugh Allan said: 'It cost us \$30,000. We will never do it again. What will it cost if all the mail boats stop at Halifax? Will not the cost fall upon the people of Canada, who own the I. C. R.?' (Hear, hear.)"

## D. F. Pidgeon.

D. F. Pidgeon, responding to the call of the gathering for a speech, said the matter had been handled too lightly, and that though a supporter of the present government, he felt that the interests of his city called for a stronger expression of its demands for justice.

"We people of St. John have one asset, which we have struggled to place before the transportation companies and the world, our harbor," he said. The winter port had been a hobby with us for over 20 years. For years, without assistance from either government, we poured out the contents of our exchequer to build harbor facilities, to help the C. P. R. and serve the traffic of Canada. We have striven to provide for traffic, while Halifax did nothing. Now that the government is taking hold of the work of harbor facilities at both St. John and Halifax we are being robbed of our heritage.

The harbor accommodations are not up to the requirements—that was true. But Mr. Bowditch was fully conversant with conditions here when he authorized the publishing of a schedule, providing for 38 direct steamer lines between St. John and Liverpool. What was the reason the steamship company had suddenly changed their plans? Evidently the government had given the C. P. R. special concessions on the I. C. R., but no government has the right to use the people's railway to make rates that will discriminate against St. John. It behooved the people of St. John to show the government that they would not stand for such treatment.

Continuing, he contended that there would be a decrease in the number of sailings to St. John this winter.

## Mr. Pidgeon's Motion.

Mr. Pidgeon then moved that the meeting appoint a delegation of 20 of the most prominent citizens of St. John, irrespective of politics, to go to Ottawa forthwith and to demand of the government that no discrimination be shown against St. John, and

none but the regular passengers and freight rates be granted by the I. C. R. to the C. P. R. and further that they demand that their representative in the government should be allowed to shoulder with the citizens of St. John and hand in his resignation unless justice was done St. John.

## This resolution was greeted with loud cheers.

## Asks Fair Deal.

L. P. D. Tilley, M. L. A., was then called on for a speech and read an article from the Halifax Herald headed: Let the best port win.

Two boats a week will give Halifax a chance to prove that it is a better port than St. John. The Halifax paper says we are prepared to fight this question out on an equal footing.

That is all St. John asks. The C. P. R. officials have stated that they could bring mails from Liverpool direct to St. John and deliver them west of Montreal ten or twelve hours quicker than they can by way of Halifax.

When the C. P. R. thought they were to have the open door, they announced their boats would come to St. John. The C. P. R. wanted to be fair to St. John—they have said St. John was the best port. But in response to an indignation meeting of the Board of Halifax the door had been closed.

As a member of the party in power, Mr. Tilley said he felt it his duty to stand with the citizens in urging upon the government that St. John be given a fair deal.

## Broke Agreement.

J. B. M. Baxter, who was then called on, said the swing and fervor of the meeting showed the community was taking charge of the matter; it was no longer a question for individuals.

When the delegation representing the citizens went to Ottawa, they would have the united feelings of the people behind them, and he thought they might feel assured that their representations would have sufficient weight to move the government to take steps to rectify the wrong done St. John.

There might be a disposition to blame the government, but those who knew the ways of the C. P. R. knew that the government could not make them go to Halifax unless the C. P. R. wanted to go there.

St. John had spent the money of its taxpayers to provide facilities for the C. P. R., and it was not very pleasant to have the C. P. R. flung back into the faces of the people all the things that had been done for it. We have had too much of that, said Mr. Baxter.

"We have heard a lot about the facilities not being adequate. But who provided them? The C. P. R. did not keep its agreement with the city, but it has grumbled because we were not doing enough for them."

Mr. Thomas Shaugnessy has said the government was not a party to the present arrangement to cut out St. John. But the government should not have granted the concession of the C. P. R. to get special rates on the I. C. R. and leave out St. John. I would not be surprised if this action of the C. P. R. is another move to get something out of the people of Canada. But the day is coming when the people of Canada will rule, and we will be able to say whether we will have the Empress or not.

"I am not infatuated enough to think we have a well equipped harbor. But we have space a million and a quarter on harbor works and yet the C. P. R. refused to handle grain outside of its own berths. The government has been obliged to undertake the erection of grain conveyors."

"The trouble with our harbor is that the building of new wharves was not started soon enough. The start should have been made ten years ago. It is no use worrying over that, however. Let us get after the Dominion government to build not one wharf at a time but three or four. Don't let the C. P. R. have another chance to say we will not play in your backyard because we do not have equipment."

"We have got together in St. John—let us keep together. In ten years there won't be any question between the ports of St. John and Halifax. We have got to get rid of getting enough traffic rolling down from the great west to keep both ports busy, if we are true to our city and our country as well."

## No Notice Given.

W. E. Foster said that being an opponent of the government, he preferred to let the supporters of the government do all the talking. The question was not a new one. When he was president of the Board of Trade, he received a telegram from Senator Daniel stating that the president of the C. P. R. was in Ottawa trying to get running rights over the I. C. R., and warning St. John to be on its guard. A delegation went to Ottawa, and were given assurance that nothing would be done without giving St. John notice. But no notice was given St. John.

In conclusion Mr. Foster supported the idea of sending a delegation to Ottawa.

## Loss of Prestige.

C. B. Lockhart said his figures which he got from the steamship offices were different from those given by Mr. Tilley. His figures showed more sailings.

But the question was not whether they were losing their share of business, but whether the prestige of the port was to be destroyed by unfair discrimination at the people's expense.

## Will Stand by City.

Hon. John E. Wilson said that he had stated many years ago that if the interests of his party he would stand by the city. He was ready to stand by the city which had honored him so many times.

## Unfair Treatment.

James Pender said: "I am not one of those who think the city of Halifax should have no consideration. At the same time I do not think it is fair that the government railway should be used to deprive us of what we have spent out money to secure. Let the two ports be tried out on their merits. It would be a good provision to have the Allan boats go to Halifax and the Empresses to St. John; that would show the merits of the ports. It is very evident that the railway is acting unfairly. It was well known the C. P. R. wanted running rights over the I. C. R., and there was no objection to allowing all the railways running rights on a fair basis, but not to destroy the I. C. R. or at the expense of St. John and the people of other places."

Mr. Pender felt they had need to watch that the C. P. R. did not get control of the Valley Railway and bring it into St. John by the West Side route. He spoke strongly in favor of I. C. R. operation of the Valley road and the advantages of competition.

Hon. J. E. Wilson here arose and said the Valley Railway would be operated by the I. C. R. Senator Thorne's resolution was then put and carried unanimously amid cheers.

When the question was called on Mr. Pidgeon's resolution the chairman read the motion calling for a selection of a delegation to go to Ottawa.

Mr. Pidgeon—"That is not all I wanted to say. I also moved that we call upon Mr. Hazen to send in his resignation to the Premier if he cannot get justice for St. John." (Hear, hear and cheers.) "I am a supporter of the government and I have been a strong supporter of Mr. Hazen, but I put the interest of the city before party." If Hon. J. B. Hazen cannot get justice for St. John and hands in his resignation I will continue to support him." (Hear, hear.) "But if he does not I will not support him."

The chairman remarked that there was no seconder to the latter part of the motion, but this brought "I second it," from all parts of the house.

J. B. M. Baxter—"I would suggest that the latter part of the resolution be withdrawn."

Voices—"No, no, no."

## Would Weaken Its Forces.

Mr. Baxter said that the demand for Mr. Hazen's resignation would weaken the force of the other resolutions, besides detracting from the dignity of Mr. Hazen's position.

Voices—"Mr. Hazen had to resign once before to secure justice for St. John."

Mr. Baxter said Mr. Hazen had not taken that step at the demand of his electors; it had not been forced on him.

But he felt that if it was necessary to make such a protest Mr. Hazen could be trusted to do so without being forced. Mr. Hazen could be given an opportunity to try to do his duty without having a threat held over him.

Mr. Pidgeon—"Haven't we a right to demand the resignation of our representative?"

This sentiment seemed to meet with considerable approval, and there was some uproar.

## Urged Calm Judgment.

Calling for order the chairman said calm judgment should prevail. The meeting had not been called to cut off anybody's head. Mr. Robinson said he thought the latter part of the resolution was uncalled for and as president of the Board he asked Mr. Pidgeon to withdraw it.

Senator Thorne remarked that 90 per cent of the people of Canada did care whether the mail boats went to St. John and Halifax, and in appealing to the country they should remember that the case would be judged on its merits. That being so they should make a fair and manly stand, and not act as if they were in a panic, and had no faith in their case. He thought the Board of Trade resolution which had been prepared carefully covered the situation, and that, though he approved of the idea of sending a delegation to Ottawa.

Mr. Pidgeon said that in deference to those in control of the meeting he would withdraw the latter part of his resolution, though he had not much faith in Board of Trade resolutions. Many of them had produced no results.

The resolution calling for the selection of twenty prominent citizens to go to Ottawa was then put and carried by a large majority.

D. F. Pidgeon, L. P. D. Tilley, Hon. J. E. Wilson, W. E. Foster, J. A. Likely, Mayor Frink, James Pender, T. H. Bullock, James Pender, R. H. Bruce, Walter Allison, W. E. Golding, Edwin Peters, C. B. Lockhart, T. E. G. Armstrong, L. A. Fisher, and others were named as the delegation.

Col. B. R. Armstrong pointed out that if the I. C. R. was carrying freight and passengers to Halifax at a loss it was in contradiction to Mr. Outelin's policy of making the road pay and that the deficit should have to be made good by the people along the line.

After some further discussion the meeting adjourned.

## Citizens Suggested for Delegation.

At a meeting of the committee it decided to try to form a delegation of twenty from among the following citizens: Senator W. H. Thorne, Senator Daniel, Dr. Thomas Walker, Percy Thorne, Mayor Frink, Harold Schofield, J. B. M. Baxter, Hon. J. E. Wilson, W. S. Fisher, L. P. D. Tilley, Leon Kent, Fred McLeod, Hon. Wm. Pugsley, H. Colby Smith, D. F. Pidgeon, J. M. Robinson, R. W. Wigmore, A. E. Agar, Stanley.

Flawless, Philip Granman, Alex. McMillan, B. R. Macaulay, W. E. Foster, J. A. Likely, John Keefe, H. F. Robinson, T. H. Bullock, James Pender, R. H. Bruce, Walter Allison, W. E. Golding, Edwin Peters, C. B. Lockhart, T. E. G. Armstrong, L. A. Fisher.

A message was sent to Hon. J. D. Hazen asking him to try to arrange an interview with the government, by the city. He was ready to stand by the city which had honored him so many times.

Once the delegation will leave for Ottawa tonight.

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Men's Union Shirts and Drawers. Sizes 32 to 44. Per garment 65c.	Men's All Wool Shirts and Drawers. Sizes 32 to 44. Per garment 65c.	Men's Natural Wool Shirts and Drawers. Sizes 32 to 44. Per garment 85c to \$1.15.	Men's Extra Fine Natural Wool Shirts and Drawers, a very popular medium weight, unshrinkable. Sizes 34 to 48. Per gar. \$1 to \$1.50.	Men's Heavy Weight Fine Natural Wool Shirts and Drawers, in two qualities, unshrinkable. Sizes 34 to 48. Per gar. \$1.25 to \$2.00.	Men's Fleece Lined Shirts and Drawers, in three qualities. Sizes 32 to 48. Per garment, 80c, 85c, 75c.	Men's Elastic Ribbed Shirts and Drawers, in nine of the most popular weights, at the lowest possible prices. Sizes, 32 to 48. Per garment, 75c to \$1.75.	Boys' Heavy Union Shirts and Drawers. Sizes 22 to 32. Per garment 40c to 60c.	Boys' Extra Fine Union Shirts and Drawers. Sizes 22 to 32. Per garment 50c to 80c.	Boys' Fine Natural Wool Shirts and Drawers. Sizes 22 to 32. Per garment 35c.
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