

## The Evening Times and Star

ST. JOHN, N. B., OCTOBER 8, 1913

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## TODAY AT OTTAWA

The delegation which left last night for Ottawa to demand justice for the port of St. John is a thoroughly representative one, and one which will have no difficulty in convincing Mr. Borden and Mr. Hazen that St. John is a unit in pressing its claim. As pointed out in the Times last evening, St. John should not stand alone in this matter, for it concerns the whole province of New Brunswick. St. John cannot suffer injustice without the whole province being injured. It should not be at all surprising, therefore, if the members of the St. John delegation find themselves strongly re-inforced by telegrams from prominent citizens from other parts of the province. It is unfortunate that St. John must always be on her guard in order to secure her rights, but it must be said to the credit of her people that they do not allow political differences to stand in the way when there is fighting to be done for the welfare of the city. Monday night's meeting in the old Nickel was an inspiration. There will be keen anxiety now to learn the result of this afternoon's conference between the St. John delegation on the one hand and Mr. Borden, Mr. Hazen and other members of the cabinet on the other.

## HALIFAX AND ST. JOHN

In Halifax the people are rejoicing that the Intercolonial Railway is likely to have more traffic than it may be able to handle during the coming winter, in the great cargo of the big C. P. R. and Allan steamships. The Halifax Herald expresses the hope that the C. P. R. has secured running rights over the I. C. R. R. It finds a special cause for rejoicing in the statement that "now for the first time in the history of the Dominion is there an intelligent system of transportation and trans-Atlantic service, utilizing our two Atlantic ports in the way and for the purpose for which they were naturally and geographically best fitted, and giving to the whole country the benefits of such wise and business-like management."

Thus, finally, the torch organ in Halifax puts its feet upon the aspirations of St. John, and relates this port to the position of a mere freight port, that should never have the hardihood to assert any claims to a mail service.

There can be no doubt at all that the Canadian Pacific Railway Company would like to secure running rights to suit itself over the Intercolonial Railway, and it would like better to have the government railway handed over altogether. There would be fine pickings in the Maritime provinces for the big corporation, if it could get control of the Intercolonial Railway and make the rates to suit itself. Apparently there are some people in Halifax who would even welcome the C. P. R. ownership, however much the interests of the country at large might be sacrificed, if only more freight were hauled to Halifax.

That which St. John has most to fear, however, at the present time, is a co-operation between the government railway and the Canadian Pacific by which the former will be made to serve the interests of the port of Halifax at the sacrifice of the unquestionable rights of the port of St. John.

## GENTLY, BROTHER

The Times last evening made the following statement:

"The battle is now on. Mr. Borden has done an injustice to the port of St. John, and unless the wrong is righted he will have brought about his head scathed as a storm as will not easily be quelled."

The Standard, upon reading this, politely observes that the Times is a liar, and that its sole aim in this whole matter is to create prejudice against the government. With some trepidation in the presence of so truculent an adversary the Times begs permission to quote some remarks made at the mass meeting on Monday night by Mr. D. F. Pidgeon, who is a very pronounced Conservative. Mr. Pidgeon said:—

"Let us pass the resolution now and see that Mr. Hazen puts his shoulder to the wheel in this most important battle for the city. I believe he will show Hon. R. L. Borden, who, I believe, was responsible for this injustice to St. John, that the city will not stand for it."

Consider also the following from Senator Thorne:

"Why have the C. P. R. suddenly decided to send all their mail steamers to Halifax without even calling at St. John, to the detriment of this port? They showed their preference for this port and the change must have been due to some outside influence or some unwarranted concessions which amount to a serious discrimination against St. John and against which we are bound to protest. What right has anyone to allow this discrimination against St. John when the C. P. R. had fully decided to make their mail sailings from this city and thus test the merits of the rival ports?"

Likewise Senator Daniel said:—

"But we learn tonight that the I. C. R. is to carry C. P. R. freight and passengers at special rates, or for nothing for all we know, and we have a right to protest against such an arrangement. It is a real grievance and I feel that we have a right to go to the government and ask that the concessions to the C. P. R. be repealed, and in making this claim we will stand on solid ground."

Who but Mr. Borden would grant the "concessions?" Not Mr. Hazen, surely. And will the Standard tell its readers

that Mr. Pidgeon and Senators Thorne and Daniel are trying to create prejudice against the government? There is an interesting condition of affairs in China this week. Why does not the Standard devote its attention to the affairs of the Orient, until its readers have had a little time to forget its colossal folly in this matter of the rights of St. John?

## THE LIBERAL LEADER

In the great speech which he delivered to cheering thousands at St. John's, Quebec, on Saturday, Sir Wilfrid Laurier expressed the hope that he would yet be able to lead the way to victory, and re-establish Liberal principles in the government of Canada. These principles, says the Montreal Telegraph in its report of Sir Wilfrid's speech, were to give equal attention to the needs of every section of the community, to improve the condition of the laboring classes and of the agricultural section of the community, to help the mother of a family as much as the father, and to see that the children who were to become the Canadians of to-morrow were brought up in a way that would make them the best citizens. The supreme need of every country, he said, was to develop the character of its citizens. Sir Wilfrid referred to reciprocity, and pointed out that the benefits conferred under reciprocity upon Canada would have been much greater than can be secured under the new American tariff. Sir Wilfrid is convinced that trade must be made freer in Canada, and in that he agrees with the majority of the people throughout the country.

Among those who spoke at this great meeting was Mr. Alphonse Verreille, M. P., who pointed out what Liberalism had done in the interests of labor, and predicted that the growing unrest among the workers would result in a return of the Liberals to power. Mr. Verreille said that in a recent visit to the lower provinces he had found the sentiment in favor of a return of the Liberals to power very strong and wide-spread.

The meeting at St. John's was held in the market place at two o'clock in the afternoon, and it is said that the population of the town trebled itself for the day; so many came in from surrounding districts to hear and to cheer the Liberal chieftain. Wherever Sir Wilfrid goes, he is welcomed with the greatest enthusiasm; for the people realize more and more as time passes how serious a blunder was committed when the Conservative-National alliance was permitted to assume the reins of power.

The attention of more people is directed to New York and Philadelphia this week than has been centered upon any event in North America since the last baseball games of the world's championship series were played.

Without a tremor caused by fear for the loyalty of the people, the Frederickton Gelanar says:—"Local dealers are likely to make shipments of potatoes to the United States market now that the new United States tariff is in effect. Where's the 'old flag'?"

There have been mysterious allusions at various times of late to an Imperial naval conference to be held in London during the present autumn. A London cable now says that no such conference is to be held, and that Australia is disposed to resent the fact. Nothing has been known about the matter in this country except the occasional rumors cabled from London.

The Halifax Herald says that the decision of the C. P. R. and the Allan Line to make Halifax their terminus during the coming winter for the steamers engaged in the mail service, is "merely the fulfillment of the Conservative government's policy in 1896, respecting the Trans-Atlantic Steamship Service." The St. John Standard says the Conservative government had nothing to do with it, and that the C. P. R. alone must be held responsible. Which of these two organs are we to believe?

The Rt. Hon. Mr. McKenna has made it clear that the British government has not been at all intimidated by the grotesque performances of Sir Edward Carson and Mr. F. E. Smith, M. P. Mr. McKenna calmly observes that the will of the majority, lawfully expressed through their representatives, must prevail; and he intimates that the Liberal government will see that it does prevail. If Sir Edward Carson thrusts himself in the way, he must be brushed aside. There will be no compromise on the question of Home Rule.

A herd of 500 wood buffalo have been found in northern Canada and will be protected in a huge reservation about which will be built a fence approximately 108 miles long and costing more than \$100,000.

Prof. Frederic W. Brown of Bowdoin College who is enjoying a year's leave of absence in Europe was the only representative of any American college or university to attend the sixth century of the Birth of Boccaccio at Certaldo, Italy.

## BIRTHDAYS OF NOTABILITIES

WEDNESDAY, OCTOBER 8

A. T. Freed of Hamilton, ex-editor of the Spectator and now inspector of weights and measures, was born in Beausville, Ont., Oct. 8, 1835.

Dr. William Joseph Goodhue, an expert in the study and treatment of leprosy and now medical superintendent of the leper settlement, Molokai, Hawaii, was born on Oct. 8, 1869 in Arthabaskville, P. Q.

Alexander Cameron Irwin, president of the state board of railway commissioners for California, was born in Montreal on Oct. 8, 1848.

## LIGHTER VEIN

Nearly Right

"Did you wake up No. 44?"  
"No, sir. Couldn't wake him; but I did the nearest I could."  
"What was that?"  
"I waked up No. 45, sir"—Comic Cuts.

## The Least Hope

Frank (sighing)—Ah, if you only gave me the least hope, I—  
Daisy—Gracious! I've been giving you the least hope ever gave to any man—Philadelphia Bulletin.

## Not Too Modest

"Started in business, eh?"  
"Yes, I have opened in a modest way."  
"Well, don't be too modest. Advertise what you've got."—Philadelphia Bulletin.

## How Grandma Viewed Them

"I'm glad Billy had the sense to marry a settled old maid," said Grandma Winkum at the wedding.  
"Why, Grandma?" asked the son.  
"Well, gals is hitty-ty and widders is kinder overruled and uppsettin'. But old maids is thankful and willin' to please."—Philadelphia Public Ledger.

## Not Cranky

"An apt retort!" said Senator Dupont, in a tariff argument. "As apt a retort as I ever heard of." "This young girl repulsed haughtily the proffered attention of a young man. He, wounded to the quick, exclaimed: 'Ah, well, you're as full of airs as a hand organ.'"  
"Maybe I am," she said, "but all the same, I don't go with a crank!"—Washington Star.

## His Method

Friend—Now, confidentially, how do you figure what to charge for a prescription?  
Druggist—Well, your system is perfectly fair to everybody. After the clerk makes up the prescription he goes to the back of the store and shakes up a lot of cards in a hat. The cards are marked with prices ranging from 25 cents to \$1.50 and whichever card he draws settles the price of the prescription.—Puck.

## Question of Information

"Tommy, when can I interview your scout captain?"  
"I'll make an engagement for you. What do you want?"  
"Want to see if there is anything in the rules to prevent your putting in a ton of coal tomorrow afternoon."

## BACK WAS LAME FOR TWO YEARS

Stomach Troubles and Weakness of Kidneys Cured by Dr. Chase's Kidney-Liver Pills.

There is an enormous amount of suffering from liver and kidney derangements and stomach troubles that could easily be avoided by using Dr. Chase's Kidney-Liver Pills. If you could only realize the scores of everyday ills that arise from a sluggish condition of the kidneys, liver and bowels you would not be long in giving this medicine a trial.

Mrs. Edward Stewart, New Richmond, West Que., writes: "I want to tell you how thankful I am for using your Dr. Chase's Kidney-Liver Pills for stomach troubles and backache caused by weak kidneys. I was unable to wash my clothes for over two years on account of my back being lame. I read the Almanac and began using these pills. Two boxes made a complete cure. I can do my own washing and other work now, and want to say to lady friends that they do not know how much I appreciate Dr. Chase's Kidney-Liver Pills."

25 cents a box, all dealers, or Ed-manson, Bates & Co., Ltd., Toronto.

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Luck favoured us this year in getting together an unusually fine selection of gentlemen's Scarf Pins.

Our selection covers a very wide range.

One lot being made up to order from Our Native Pearls.

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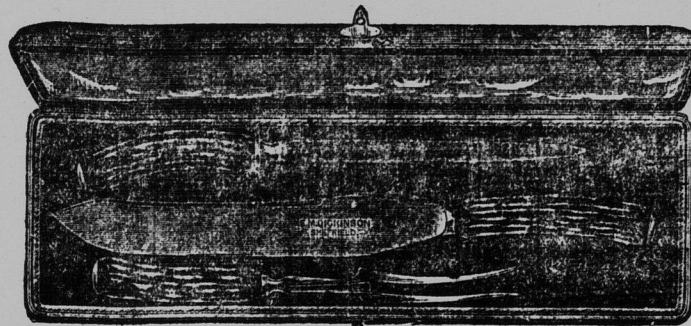
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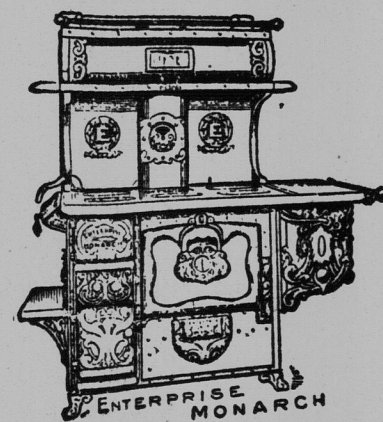


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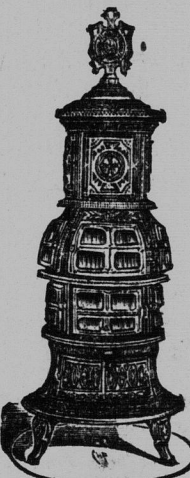
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