

## The St. John Standard

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**ALFRED E. MCKINLEY,**  
 Editor.  
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ST. JOHN, N. B., SAT. URDAY, MAY 9, 1914.

### MR. HAZEN UNFAIRLY ATTACKED

As has been the case ever since the first intimation that the Empress steamers would make their terminus at Halifax, and the announcement that the General Manager of the Intercolonial Railway, Mr. P. P. Gutelius, had made, or drafted, a haulage agreement with the Canadian Pacific Railway which gave that railway an opportunity to utilize Halifax for such terminus, the Telegraph and Times have been unceasing in their attempts to place the blame for the whole transaction upon the shoulders of Hon. Mr. Hazen.

Because the trade of St. John declined during the winter season the Telegraph and Times placed the responsibility for that upon the Gutelius agreement and upon Hon. Mr. Hazen. It did not matter that the trade of other ports had also fallen through the general depression of business, it did not matter that the whole trans-Atlantic freight business during the past winter was less than in previous seasons; all that did count was that the trade of St. John had declined, that there was in effect an agreement, or arrangement, made between a responsible official of the Intercolonial Railway and a similar official in the employ of the Canadian Pacific, that under this agreement the Canadian Pacific Railway was given a rate on freight and passengers between the ports of St. John and Halifax, and that C. P. R. freight was carried to Halifax which would have been landed at, and shipped through, St. John if the Empress steamers had come here.

When the Telegraph and Times, however, state that while this agreement was in the making, or after it had been made, Hon. Mr. Hazen stood passively by and raised no note of protest those newspapers are guilty of a species of misrepresentation usually known as deliberate lying, and the men, or newspapers, indulging in such practices is the old and homely one of liars. It may not be a dignified expression but it fits the case, and this controversy over the activity or lack of activity of the Minister of Marine has reached a stage where it becomes necessary to speak plainly.

The latest attempt upon the part of the Times to attack the Minister of Marine was published in last evening's issue and we reprint it in its entirety in order that its falsity and unfairness may be shown in detail. Under the heading "What of Mr. Hazen?" the Times says:

"The Standard does not appear to be greatly concerned over the loss of trade which St. John suffered last winter, and endeavors to console its readers with the statement that there was a decline of trade in Portland, Boston, New York and Philadelphia. This statement may be true, but what has it to do with the trainloads of traffic which under the Gutelius agreement were hauled past St. John for the benefit of Halifax? What is the attitude of The Standard and Mr. Hazen in relation to the Gutelius agreement? Are they content to have that agreement renewed, and thus inflict upon St. John a further loss of trade next winter? Trade which rightly belonged to St. John was taken to Halifax. Everybody knows it. Is that to be continued? What reception will Mr. Hazen give the delegation which goes from St. John to protest against a renewal of that agreement? Mr. Borden says the agreement is all right. Does Mr. Hazen agree with Mr. Borden, or will he tender his resignation if an agreement so unjust to his constituency is endorsed by his colleagues in the Government? If The Standard will give some attention to this phase of the subject its readers and the public generally may perhaps believe that it is inspired by something more than mere partisan zeal."

Taking the Times' statements in the order in which they occur, it is not difficult to show the unfair, partisan spirit which actuates the whole article, neither does it require more effort to prove that in quarters other than the Times office the position of Mr. Hazen has been regarded as exactly the reverse of inactive. In the first place, enquiry of any shipping company with offices in cities other than St. John, or of any reputable commercial newspaper publishing statistics of port trade, will establish that the shipping trade of practically all Atlantic ports has been less during the winter just closed than in any preceding winter for some years.

It is true that under the Gutelius agreement trainloads of C. P. R. freight were hauled past St. John and went to Halifax. It is also true that a very considerable quantity of Canadian Northern freight was shipped through the port of St. John, which otherwise would have gone to Halifax, but the Times is careful not to say a word about that. There is one evidence of the unfair spirit of the Times

article and the Times cannot deny it. Next the Times states that Mr. Borden said the Gutelius agreement was "all right," and without going into details conveys the impression that Mr. Borden's statement was actuated by a desire to benefit the port of Halifax, and that because freight had been taken to Halifax which would have come to St. John if the Empress steamers had been here, the agreement under which the freight was hauled must be "all right."

The Standard has the Hansard debates for the 5th day of May, the day on which the Gutelius agreement was last before the House, and we are unable to find there that the Premier of Canada made use of any such expression as the Times attempts to insinuate. What he did say, according to Hansard, is that he had been advised by the traffic expert of the Intercolonial Railway that the rate was "fair and reasonable." This was the information Mr. Borden had received from the traffic expert of the Government Railway, not an opinion of his own, and in fairness the Times should have stated it as such. There is another evidence of the partisan, unfair, and misleading manner in which the Times treats the case.

But as the Times asks, and we can almost picture the sneering expression of sarcasm upon the face of the bought and paid for editor of that newspaper as he penned the question, "What of Mr. Hazen?" Well, what of Mr. Hazen? What of Mr. Hazen's action in this matter? What is the opinion of Mr. Hazen, expressed by a man who was a Liberal when the editor of the Times was drawing his weekly pay envelope as an employee of a Conservative newspaper; when the editor of the Times and the editor of the Telegraph were doing their best to return Mr. Hazen to power as the Premier of the Province of New Brunswick; when they were attacking the G. T. P. bargain which they now defend, and when they were fervently blessing the things they today call cursed, what is the opinion of Mr. Hazen, and Mr. Hazen's part in this very question, as expressed openly in the House of Commons on May 5th, by Mr. Edward Mortimer MacDonald, member for the county of Pictou?

Hansard quotes Mr. MacDonald verbatim, and the Hansard report differs from the Telegraph and the Times, in that it does not lie. Here is what Mr. MacDonald is quoted as saying regarding the action of Mr. Hazen in the interests of the port of St. John, and as found on page 3412:

"My hon. friend from Westmorland has referred to the terms upon which the Government have undertaken to haul Canadian Pacific Railway trains from St. John to Halifax. I do not think that my hon. friend has quite caught the point in regard to the matter, if he will permit me to say so. THE REASON WHY THE CANADIAN PACIFIC RAILWAY IS PAYING THE INTERCOLONIAL FOR HAULING THEIR TRAINS FROM ST. JOHN TO MONCTON OR HALIFAX TODAY IS BECAUSE THE HONORABLE MINISTER OF MARINE AND FISHERIES (MR. HAZEN) WAS ABLE TO PREVENT THE HONORABLE MINISTER OF RAILWAYS AND CANALS (MR. COCHRANE) FROM GIVING THEM RUNNING POWERS OVER THE INTERCOLONIAL TO HALIFAX. The Canadian Pacific Railway wanted to have running power from St. John to Halifax in order to operate their steamers permanently from that point as their Atlantic terminus in the Dominion. THE MINISTER OF MARINE AND FISHERIES PREVENTED THEM FROM GETTING THOSE RUNNING POWERS, but they insisted that the Government could not refuse to give them those terms. They said: You cannot refuse to haul our trains if we pay you for it. Whether the amount paid for this service is small or large I have not inspected the proposition as my hon. friend from Westmorland has. But this was the compromise which this Government made in order to protect the Minister of Marine and Fisheries in St. John."

Of course it must be understood that Mr. MacDonald's statement is intended for consumption in Halifax, just as the bought and paid for statements of the Telegraph and Times are for consumption in St. John, but it is this merit, IT WAS NOT MADE FOR A PRICE. It is most responsible to believe that Mr. MacDonald speaks with certain knowledge that the editorials in the Telegraph and Times, which almost go to the length of declaring that Mr. Hazen was instrumental in having the trade taken from St. John and sent to Halifax, are written with even a smattering of the facts?

It is another illustration of the manner in which the Grits are playing the game, Halifax newspapers, and Nova Scotia Grit politicians, curse the Government because the Royal steamers came to Saint John. Saint

John Grits and the Telegraph and Times curse the Government politicians, curse the Government because the Royal steamers came to St. John. St. John Grits and the Telegraph and Times curse the Government because the Empress steamers went to Halifax.

The Halifax Chronicle and Halifax Echo hurl their wrath at Premier Borden; the St. John Telegraph and Times vilify and misrepresent Mr. Hazen and in the next breath declare this "is not a matter of politics." During the past few days there has been some agitation in regard to the mail arrangements for next season. A delegation will leave for Ottawa to present the claims of St. John for consideration as a mail port. The Times asks what sort of reception Mr. Hazen will give to that delegation, and The Standard can reply that he will give to the men of St. John every assistance in his power and will do as he always has done, work for the interests of this port. The Times knows this to be true; the gentlemen of the Board of Trade know this to be true, and with that knowledge they will not be influenced by the fiery denunciations of the Minister of Marine by the Telegraph and Times, every one of them written for a price by men who would as quickly laud the man they now condemn provided that the price was made right. Criticism of any public man when fair and open is desirable and to be commended. When it is unfair, untrue, and written only to excite prejudice for political ends, then criticism becomes slander and the libel of the political press descends to the level of undesirable license. It is so with the Telegraph and Times.

### Diary of Events

#### HISTORIC DAYS IN CANADA

On this date in 1765 Pontiac, the famous chief of the Ottawa Indians, began his memorable blockade of Detroit, then a Canadian frontier post. On May 9, 1763, Pontiac and his braves appeared before the fort and asked for a council in the fort, so that the Indians might, at a given signal, begin a general massacre. A squaw revealed this scheme to Maj. Gladwin, the commandant, and he permitted the council, but so disposed the hostile Pontiac that he was later in the month about a hundred men under Lieut. Cuyler, ordered by the Montreal authorities to reinforce the Detroit garrison, were attacked by the redskins and were forced to surrender. Their captors compelled them to navigate their enemy batteries to the Detroit to Hog Island, where they were massacred. The following month the Indians by the strategy of a general massacre, obtained entrance to the fort at Michilimackinac and butchered the garrison. In July a fleet of gunboats and 300 men under Capt. Dail managed to reach Detroit, and marched against Pontiac. The chief heard of the attack and formed an ambush at Bloody Bridge, where the British were defeated and Dail and a score of others killed. Pontiac remained before Detroit until May of 1764, when Col. Bradstreet forced him to retreat. Pontiac, who was the son of either a Nipissing or a Miami father was long the most powerful of Indian leaders. The siege of Detroit was part of a vast conspiracy he had formed against the English in Canada and the American colonies. In 1763, Pontiac had assisted in the reference of Detroit by the French against the combined northern tribes under Mackinac. Major Rogers, who had been sent by Gen. Amherst at Montreal to take possession of the Michigan posts, but within a year he was plotting against the British.

#### THE PASSING DAY

MOTHER'S DAY  
 All over the United States and Canada clergymen of nearly all denominations are today putting the finishing touches on sermons designed to teach the respect and reverence for mothers, while florists are enjoying an unprecedented demand for carnations, which have been chosen as symbols of the aims of the Mothers' Day International Association. This organization, formed to popularize the observance of the second Sunday of May as Mothers' Day, was inspired by a Philadelphia woman, Miss Anna Jarvis. Her grief at the death of her mother led her to a fuller realization of the sanctity of motherhood, and gave her the idea of a general celebration of a day dedicated to the memory of the best mother that ever lived—your own.

Miss Jarvis began her campaign by

### WAS TROUBLED WITH BOILS AND CARBUNCLES.

There is no more frequent source of illness than that arising from bad blood, for when the blood becomes impure, it is only natural that boils, pimples or some other indication of bad blood should break out of the system.

Boils in themselves are not a dangerous trouble, but still at the same time are very painful, and the only way to get rid of them is to cleanse the blood of the impurities. Cleanse it thoroughly by the use of Burdock Blood Bitters, that old and reliable blood medicine that has been on the market for nearly forty years.

Mr. James Wilds, Plaster Rock, N.B., writes: "I was greatly troubled, a few years ago, with boils and carbuncles, and the doctor told me I was in a bad condition. My appetite failed me, I began to lose strength, and I was well run down when one of my friends recommended Burdock Blood Bitters. After using a day or two I began to feel like another man. My troubles soon left me, and to-day I can certainly give Burdock Blood Bitters a high recommendation to my friends."

### Little Benny's Note Book

BY LEE PAPE

Me and pop was going awlaway yestiday, and we saw an old lady starting to get in a trolley car with a grate big soot case, looking as if it was so heavy she coodent hardly lift it.

Willyum Potts to the reskew, sed pop. And he ran and took a hold of the soot case, saying, Allow me, madam, Im afayrd this is a littel to heavy for you.

O' thank you, thank you, this way please, sed the old lady. And instead of gettinf in the trolley car she went back to the payment and startid to wawk, pop follwing her with the soot case, saying, Wat the heck.

Its jest a littel way, sed the old lady, keepng awn wawking, and pop kepp awn follwing her with the soot case and I kepp awn follwing pop, and aftir a littel wile pop changed the soot case to his utthr hand, saying, Grate Herculez, thare must be bricks in heer, how the mitchief a delkitt looking old lady like that cood manidge it gets me. And the old lady kepp awn wawking, heeding about 3 blocks by that time, and pop changed the soot case back to the fers hand agin, saying, Icusse me, madam, far be it frum me to pertest at relieving the burdens of the so kalled weakir sex, but wood you mind xplaining how it cain about that you changed your mind about taking that car.

Wy, sed the old lady, did I look as if I was going to take the car. Considering the fact that you awlreddy had wun foot awn the step, I shoed say it looked a littel that way, sed pop.

Then it must of bin that I suddinly decided that I needed the exercise, sed the old lady, its only about 4 moor blocks.

Ony, sed pop, jumping Geosezart, ony. And he changed the soot case to the utthr hand agin, and the old lady kepp awn wawking and pop kepp awn follwing her and changing hands evry wunt in a wile and I kepp awn follwing pop, and aftir about 6 moor blocks the old lady stoppid at a littel house, saying, Heers were I live, it sertenly was kind of you to awfrir to help me.

Not at awl, don't menshin it, sed pop, it coodent of bin moar than 12 miles. And he put the soot case down awn the frunt steps and we startid to wawk back agin, pop wipng his face with his hankircloth and saying, Benny, do you not wat Nevvir agen meens.

Yes sir, I sed.

So do I, sed pop.

writing anonymously to editors, clergymen, leaders of fraternal organizations and public men, and the idea so appealed to the deeper sentiments of mankind that it soon won general adoption throughout the continent. In 1910 Mothers' Day was celebrated in a number of cities in the United States, and last year there was hardly a city, town or village in the United States and Canada that did not have some observance of the day. Since Miss Jarvis launched her movement an attempt has been made to inaugurate a Fathers' Day, but it has fallen rather flat, and has not won the same success. Mothers' Day has become a feature of the modern Mothering Sunday, and many cities bakers and confectioners are having a large demand for this dainty.

This year the Washington government, as well as the officials of most states and provinces, has given assistance to the furtherance of the Mothers' Day movement. The association has sent out appeals to all Catholics, Catholic, Protestant and Hebrew, to preach sermons on the welfare of the home. Jewish pastors in many cities have announced that they will observe Mothers' Day today. It is pointed out that Mothers' Day should be a universal holiday, since it appeals to a sentiment cherished alike by Catholic and Protestant, Hebrew, Moslem, Buddhist, agnostic, political reactionary and revolutionary, and people of all classes, conditions, creeds and countries.

The American Mothers' Day is but a revival of an English holiday which was celebrated for centuries on Mid-Lent Sunday, and which was called Mothering Sunday. Like most holidays, it had its peculiar food, the simnel cake. In Canada, and to a lesser extent in the United States, the simnel cake has become a feature of the modern Mothering Sunday, and many cities bakers and confectioners are having a large demand for this dainty.

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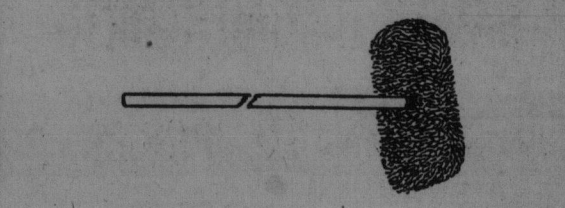
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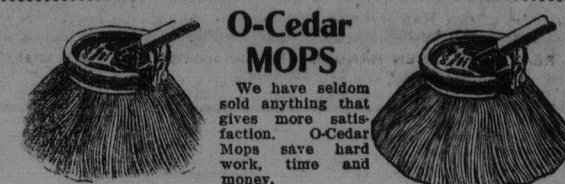
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will of James Morgan, dry

chant, was proved. He

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Joseph Harrington, \$100;

of St. Peter's church, St.

to Miss Jeanette Carroll

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The will of William M

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