

The Evening Times and Star

ST. JOHN, N. B., OCTOBER 14, 1913.

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WHY THIS ACTIVITY?

Last evening the citizens of St. John at a mass meeting, which crowded and overflowed the old Nickel Theatre, passed resolutions demanding that the government withhold its sanction from the Gutelius-Bosworth agreement until it had been examined by experts to learn whether or not there was discrimination against the port of St. John.

Yesterday in Halifax, quite unconcerned about the movement in St. John, Messrs. Gutelius and Brady, now of the I. C. R., but formerly of the C. P. R., were busy with Mr. Andrew A. Allan selecting steamship berths and making arrangements to handle all the traffic of both the Empresses and the Albatron and Calgarian at Halifax.

Why has not Mr. Borden stayed the hand of his C. P. R.-I. C. R. gentlemen until the request of the people of St. John has been granted? If Mr. Borden was sincere when he said that no discrimination would be permitted, he should not permit the steamship companies to settle this matter themselves, but should hasten an expert examination of the Gutelius-Bosworth agreement. If he fails to do so, he will bring upon himself the condemnation of his own followers in the city of St. John.

IT'S UP TO THE BOARD

Since the amendment of Mr. R. H. Bruce, asking that St. John be directly represented on the board of experts to examine the Gutelius-Bosworth agreement was not accepted at last night's meeting, it is up to the St. John Board of Trade itself to have such an examination made at the earliest possible date. The board has a large fund which was cheerfully subscribed by the citizens of St. John to promote the forward movement. It would hardly be a diversion of these funds from their legitimate use if a portion of them were devoted to the task of preventing a backward movement. It is all very well for ardent partisans to assert that St. John will receive the fairest of fair play, without being represented among the experts who will examine the infamous agreement which is being used to divert traffic from its natural channels; but no business man in relation to his own affairs would for a moment accept the position which some persons at last night's meeting urged the city of St. John to accept. The fight of St. John was not concluded with the adjournment of last night's meeting. It was only begun. Since the officials of the government railway are going right along with Mr. Borden's consent to arrange for handling all the mail steamers at Halifax, the citizens of St. John must also bestir themselves, or presently they will be told it is too late to get back again this year the vessels that should never have been diverted from this port. It is up to the Board of Trade.

LAST NIGHT'S MEETING

The resolutions adopted by the mass meeting last evening expressed in moderate terms the rightful demands of the people of St. John, entirely irrespective of party. The government must heed these resolutions or stand condemned not alone in this city, but wherever there is a regard for fair play. It was very evident throughout the meeting that full expression was not given by any speaker to the feelings of the determined citizens who crowded the theatre. They would have applauded a much more vigorous programme than that placed before them. The speakers made it perfectly clear, however, that it is to the government we must look for redress, and the government which must be held responsible if justice is not done. The ominous silence with which some apologetic remarks made by some of the speakers were received made it also clear that the audience were not in the mood to condone wrong-doing on the part of anybody at Ottawa, or any failure on the part of the government to do justice to St. John.

It was plainly stated that the fight is not with the C. P. R. nor with the port of Halifax, but with the government; and that the people of St. John are not disposed to assent to the suggestion that the Canadian Pacific Railway Company is in any sense the master of the situation, or in any position to dictate to the government at Ottawa. The feeling was universal that there had been gross discrimination against St. John, and that it should not be tolerated; and, moreover, that the government of Canada should not be a party to any policy which would divert traffic from its natural channels, the natural channel for the mail and passenger business of Canada in winter being, because of our geographical position, through the port of St. John. All of Western Canada should join in a demand for the use of the fastest Canadian mail route, and that route in the winter season is through the port of St. John.

THE FIGHT ONLY BEGUN

Several speakers at last night's meeting declared that mails and passengers from Liverpool via St. John could be landed in Montreal and Western Canada many hours more quickly than by way of Halifax. We know that officials of the Canadian Pacific Railway in times past have made this assertion. That being true a much larger question is opened up than that of mere discrimination as between ports. If St. John is the better port for the Atlantic mail and passenger business in winter, by virtue of the fact that it is so much nearer to the heart of Canada than any other open port, there can be no justification whatever for depriving it of the benefit of its geographical position, or of depriving Canada of the fastest possible mail and passenger service in the winter season.

All the older citizens of St. John remember very well the missionary tour made by the late Mr. George Robertson to Montreal, Toronto and other Canadian cities, addressing boards of trade and pointing out why the geographical position and other advantages of the port of St. John should be recognized by diverting to this port Canadian traffic which was then being handled in the winter season through Portland, Maine. The time has now arrived when the St. John Board of Trade and city council should take up missionary work to make it clear to the rest of the world that the claims of St. John are not based upon sentiment, but upon sound business facts; and that it is to the advantage of the whole of Canada to have such equipment at the port of St. John as will enable the steamship companies to handle mail and passenger business through this port.

Several of the western papers, including the Montreal Star and Ottawa Journal, have been making light of the present agitation in St. John, simply because they are either ignorant or wilfully blind to the facts of the case. Mr. Baxter urged at last night's meeting that the citizens get together more than they ever had done before to press the claims of this port. Why not prepare a brief for St. John, and send the ablest man available on a tour of Canadian cities to state the case for the city of St. John? Then, when the demand for increased facilities at the port is made in parliament, the representatives of all the provinces will be already well informed concerning the merits of the case.

MR. BORDEN AND HALIFAX

The Halifax Echo prints the following illuminating paragraph:—"If, apart from all political considerations, it is expedient that Halifax should be the fast mail and passenger port for the Dominion, and such is to be inferred from Premier Borden's statement to the St. John delegation; then the removal of the Royal Line steamers from this port would be indisputable evidence of discrimination against Halifax, on the part of the Dominion Government."

It is true that Premier Borden believes it expedient that Halifax should be the fast mail and passenger port for the Dominion? If so, why? Is it because a fair test has been made of the port of St. John, or because Mr. Borden desires to make votes for his party in Halifax? The Halifax Echo considers that the removal of the Royal Line steamers from Halifax would be "indisputable evidence of discrimination against Halifax." Is it not equally true, since the C. P. R. officials have declared St. John to be the better mail port, that the withdrawal of the Empresses from St. John is "indisputable evidence of discrimination" against St. John?

It was Sir Thomas Shaughnessy who used that striking phrase "by the grace of the I. C. R.," which, being interpreted, means by the grace of Mr. R. L. Borden, prime minister of Canada.

One of the speakers last night expressed surprise that the city of Halifax had not begun an agitation as an offset to the campaign in St. John. The explanation was given in one terse sentence by a man in the audience, who said—"They don't have to."

Some of the would-be leaders of the Conservative party would cheerfully see Mr. D. F. Pidgeon elbowed into the background. Mr. Pidgeon, however, has elbows of his own, and he has, moreover, the sympathy of the rank and file of his party in his determined stand for the rights of St. John.

While it is well to get so many influential members of the dominant political party of the day on record in favor of ten more steamship berths for West St. John, last night's meeting was not called to discuss that question. Nevertheless, the whole city stands behind the resolutions adopted, and if an educative campaign is needed to convince the rest of Canada that the proposed increase in facilities is urgently needed in the interests of the trade of Canada, no time should be lost in taking up the task.

"Our pastor preached a sermon on marriage last Sunday." "Did it seem to have a stimulating effect?" "No, on the contrary; it was so solemn, and conveyed so many warnings, that it broke off two engagements."

BIRTHDAYS OF NOTABILITIES

TUESDAY, OCTOBER 14.

This is the natal day of Sir Lyon Edmund Walker, president of the Canadian Bank of Commerce and one of Canada's most noted authorities on banking and finance. He was born in the County of Haldimand, Ontario, on Oct. 14, 1848, and entered the service of the Bank of Commerce as a clerk in 1868. He is interested in science, literature and philanthropy.

His Honor Judge Idington, of the Supreme Court of Canada, was born near Morrison, Ont., on Oct. 14, 1840. He practised in Stratford and became a judge in 1904.

Dr. T. G. Allen, professor of diseases of children in the post-graduate Medical School, Chicago, was born near Brockville, Ont., fifty years ago today.

LIGHTER VEIN

There was humor of a dry kind in the old Duke of Wellington, the conqueror of Waterloo, and it came out in the story told by a lady whose French poeie once ran into the grounds of Walmer Castle. "Blucher, Blucher!" called the fair owner of the poodle to the disobedient animal. "The duke looked over the wall. 'Madam,' he said, 'time was when I, too, should have been extremely glad to see Blucher.'"

Mrs. Blew—"Oh, doctor, what ails him?" Doctor—"Rheumatoid arthritis." Mrs. Blew—"Oh, doctor, we are very poor—can't you make it something plainer?"

Mother (after the wedding)—"Well, our daughter and her husband are off at last. What's troubling you, John?" Father—"I don't quite like that young fellow's parting words. He didn't say 'Good-bye'; he said 'Au revoir.'"

Why He Needed It

Small Arthur—"Mamma, I hurt my finger. Please tie a rag on it." Mamma (after an examination)—"It isn't injured enough to need tying up dear."

Small Arthur—"Well, tie a rag on it, anyway, so I won't forget which finger it is that hurts."

The Reason Why

"Why do they say 'As smart as a steel trap'?" asked the talkative boarder. "I never could see anything particularly intellectual about a steel trap." "A steel trap is called smart," explained the elderly person, in his sweetest voice "because it knows exactly the right time to shut up."

No Such Animal

(Washington Star) I don't attempt to criticize the hats that she may wear, though ornaments which they devise have often made me stare. The plumage, as she turns around, into my eyes my brush. I stand with a respect profound Mid an admiring hush.

From learned men the truth I've sought While wandering through the zoo, They say there are some lines of thought A man cannot pursue. But this far is my boldness stirred, I say and say anew, I'd simply like to see the bird On whom those feathers grew!

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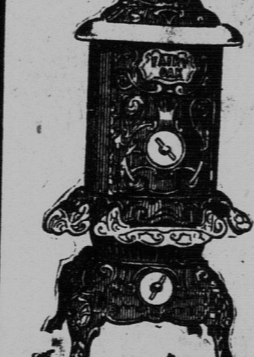
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Health and Beauty Hints BY MRS. MAE MAITLYN

Grace: Certainly that brittleness of hair and your dandruff are dangerous conditions and should be corrected quickly by a proper shampoo. Get some cantrox from your druggist and dissolve a teaspoonful in a cup of hot water, then pour this mixture on the head slowly and rub well. This makes an abundance of rich, cleansing lather, and rinsing leaves the scalp and hair wonderfully sweet and clean. These shampoos are very soothing to tender, itchy scalps and so invigorate the hair roots that a growth of glossy, fluffy, even-colored hair results. Cantrox shampoo is invaluable to the finest growth of hair and prevent as well as overcome all scalp and hair difficulties.

Mrs. X: With a paste made by mixing some powdered delatone with water, you can soon rid the skin of every trace of the skin. This paste should be left on the skin for two or three minutes, then removed, after which wash off the remaining delatone and you will have a clear, spotless, hairless skin.

Gloria: I always use a crystal tonic for my eyes when they are weak, watery and inflamed. I buy an ounce crystal tonic from my druggist and put into one pint clear water, then place two or three drops in each eye a few minutes a day until they are strong again. This eye tonic is also very good for granulated lids and will give a sparkle and delightful expression to dull, expressionless eyes.

Jessie: I made a splendid hair and scalp tonic at small expense by putting one ounce quinzoin into one-half pint of water. I used to rub a little of this on the scalp frequently and it soon banished both dandruff and excess oiliness. This quinzoin tonic stopped the itching, burning sensation and made my scalp clean, healthy and pliant, so my hair grew soft and fluffy and took on a beautiful lustre and rich, even color.

Cleo: Your friend's suggestion to take the karden blood cleanser and system tonic is excellent advice and you will find a course of this treatment will banish the run-down feeling as well as the pimply condition of your skin. This old-time household remedy can be pre-

pared at little cost by dissolving one ounce karden in one-half pint alcohol (not whisky), then adding one-half cupful sugar and enough hot water to make a full quart. The dose is a teaspoonful before each meal. The karden is especially fine to clear the skin of pimples, blotches and sallowness, as well as to tone your system to full health and strength.

Teacher: In your case the wrinkles and lines in your skin are probably caused by its extreme dryness. To remove them use this preparation which you can make for yourself, which will act rapidly and restore the softness and natural tone to the skin. Get an ounce of alomolin at the drug store and dissolve it in one-half pint cold water, adding two teaspoonfuls glycerine. Apply this before retiring and leave overnight. This will remove wrinkles, prevent crow's feet and make your face soft and satiny. Since it has removed my crow's feet I use it to clear and whiten my skin.

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