

## THE WEATHER.

Maritime—Moderate to fresh westerly winds; fine, stationary, a little higher temperature today; higher temperature on Friday.

Toronto, Nov. 5.—Pressure remains highest over the middle states, while the eastern disturbances mentioned last night have caused strong winds and gales in the Gulf of St. Lawrence. Mild weather has prevailed today from Ontario westward, while in Quebec and the Maritime Provinces freezing temperatures have been general.

Minimum and maximum temperatures:

	Min.	Max.
Vancouver	44	48
Edmonton	22	50
Battleford	23	40
Winnipeg	23	55
Port Arthur	18	54
Parry Sound	24	54
London	25	50
Toronto	30	50
Ottawa	24	44
Montreal	26	32
Quebec	22	32
St. John	28	34
Halifax	30	36

## AROUND THE CITY

## Won Lottery.

At a drawing held in the quarters of the Prentice Boys No. 35 last evening Kathleen Lawson, ticket No. 378, won a leather bound plush lined box.

## Maritime Commercial Travellers.

A meeting of the members of the Maritime Commercial Travellers' Association will be held in the Board of Trade rooms, Prince William street, Saturday evening, 8th inst.

## Horse Ran Away.

A horse owned by Emory Campbell and attached to a wagon went on the rampage in Brunswick street yesterday afternoon. The runaway came up Brunswick street at a lively pace and scattered the crowds at the corner of Union street. It continued up Union street and around into Charlotte, where officer Kane finally stopped its career. The wagon was badly damaged in the runaway.

## Annual Meeting.

The annual meeting of the Log Cab in Fishing Club was held last evening and reports showed the club to be in excellent standing. The members elected the following board of directors: E. W. Paul, C. A. Gurney, W. F. Patterson, John Ross, J. H. Noble, R. J. MacLachlan, and R. J. Armstrong. The directors then chose the following officers for the year: John Ross, president; W. F. Patterson, vice-president; E. W. Paul, secretary-treasurer.

## Held Dinner.

In a fitting manner the members of Willis L. O. L., Fairville, last evening celebrated the anniversary of Guy Fawkes Day, when to commemorate the occasion of the gun powder plot, an enjoyable social gathering was held, followed by a dance. The members of the club were all present and enjoyed a very pleasant evening.

The occasion was celebrated by True Blue Lodge, West End, last evening by the holding of a pie social, which received a large attendance.

## Winter's Plans.

In the school room of the Main street Baptist church last evening the members of the Young People's Society met when plans were launched for the winter months. There was a large attendance, and those present were enthusiastically interested in the winter's work. The members of the society will come together regularly every week, and the meeting last evening was held especially to arrange the programme. Devotional, missionary and the various other committees were formed to carry through the year's work.

## A Presentation.

A very enjoyable time was passed last evening at the home of Mr. and Mrs. M. Carey, 565 Chesley street, when a number of their friends gathered at their home, agreeably surprising them, and presenting to the popular couple a beautiful cut-glass table set. The presentation was made by Fred Hamilton and the recipients made a brief reply, thanking the donors most heartily. The remainder of the evening was pleasantly passed with games and dancing, and the party broke up shortly before midnight. About 125 persons were present.

Major Bartlett of Charlottetown lectures on the Alhambra at the St. John Art Club this evening at eight o'clock. The lantern illustrations are of high quality. Mr. Bartlett resided in St. John in his youth. His descriptions are from personal knowledge.

## AT MARR'S.

The most wonderful hat sale ever held in St. John, 2,000 dozen very best quality velour, plushes, beavers, silk velvet and satin finish felt, black, white and every wanted color, worth \$2 to \$10 each, to be sold at 95 cents to \$3 each. Come today to the sale of wonderful velours, the greatest hat sale ever held in St. John. Be wise, come early—Marr Millinery Company.

## Clothing.

Warmth but not weight. A short description of these beautiful clothing cloths that F. A. Dykeman & Co. are displaying. It would be impossible to give you an idea of what quality these contain; you want to handle them to appreciate them. The prices of these special clothing cloths that the sentence above referred to are \$1.89, \$2.00 and \$2.50 a yard. Of course we have the other prices from 75 cents to \$5.50 a yard, but just now they are telling you of a line of clothing that cannot be found in any other store at the prices that they are selling them. They are high class, stylish, dependable and comfortable clothing that they take pleasure in selling.

## THE PRINCE WILLIAM HOTEL.

Band tonight at Queen's Rollaway. Marr Millinery Company's store will be closed today from twelve-thirty to one-thirty.

## ST. JOHN WILL EMPLOY BEST COUNSEL TO HANDLE CASE

Meeting of Board of Trade, Last Evening, Decides to have I.C.R.-C.P.R. Agreement Submitted to Expert Analysis before Railway Commission.

Continued from page 1.

The Intercolonial will provide the necessary berthing accommodation for the Canadian Pacific and Allan Line ships and will make no greater charge for wharfage and dockage than is charged other steamship lines.

This arrangement will remain in effect from Nov. 15th, 1913, to May 15th, 1914.

Signed: G. M. Bosworth for C. P. R. and P. P. Gutelle, for I. C. R. Dated Montreal, Sept. 30.

Discrimination Charged.

J. A. Likely said the first section as to carrying passengers was not leading. If they had a train of 12 cars with 10 passenger cars, carrying 60 passengers apiece, the I. C. R. would only get 50 cents a passenger. Then the rates on freight were even more discriminating. There was no limit to the size of a freight train, but the maximum charge was \$300. If the I. C. R. hauled a freight train of 25 or 30 cars, the rate would be about 25 cents a ton.

D. F. Pidgeon said the delegation at Ottawa had been given to understand that the agreement would only apply to the Express boats and the two new Allan boats. But this agreement would allow other Allan boats to stop at Halifax if any of the four big mail boats was laid up.

Politics Introduced.

Hon. Wm. Pugsley said St. John had been hit below the belt, and its citizens should stand together to kill the iniquitous agreement. When in office he favored giving mail contracts to the boats going to Halifax and three to St. John, believing the people here only wanted a fair fight.

The pledge made to the people that the steamship companies should have a free hand had been violated by the action of a department of the government.

Continuing, Mr. Pugsley said he cheerfully accepted the statement that the government did not know of the action of Mr. Gutelle, but thought Mr. Hazen's position was lamentable, and that it was the duty of the citizens to help him to defeat the agreement before it was signed by the Minister.

If St. John should lie down now, the G. T. P. would have a precedent for asking the same rates from Moncton to Halifax, and sending elsewhere traffic that should come here. The agreement not only discriminated in the matter of passengers, but also for carrying freight. There was no limit to the size of the freight train. If there were 40 cars, as was common in a train, the government would be carrying freight between St. John and Halifax for less than 25 cents a ton, as the maximum charge for any one train would be \$300.

Mr. Pugsley urged that the board engage a lawyer to represent the city before the Railway Commission, and said Recorder Baxter was a man who could present the city's case in an able manner. If nobody else could be secured he, as representative of the city, was willing to give his services free of charge.

Mr. Pugsley said Mr. Hazen ought to resign before stamping this agreement with his approval. He felt in a resigning mood himself, and if the people wanted him to resign, he would do so, and give the government an opportunity to test the sentiment of the community.

Urges Traffic Expert.

D. F. Pidgeon thought the board would be well advised in accepting the offer of Mr. Pugsley, and providing him with expert railway advice. He felt the C. P. R. had already considered all the objections St. John could make, and had its arguments ready, and therefore they should have the best traffic expert available to represent St. John.

An Iniquitous Agreement.

James Pender said it was a crying shame for the board to let the matter drift. They should have it brought up before the Railway Commission, before it went into effect on November 15. The agreement was the most iniquitous ever entered into between two railways on the continent, and had only to be ventilated to be made ridiculous before the people of Canada. The railway commissioners were fair minded men, and would throw it out.

Mr. Pender declared the I. C. R. should be placed under the control of the commissioners from the Maritime Provinces, and be kept out of the clutches of the benevolent monopoly to which the people had given so many millions. He remarked that Mr. Gutelle should be sent back to Ontario to oversee the digging of canals.

Local Shippers Interested.

E. A. Schofield said the agreement was not only at the expense of St. John, every local shipper would have to pay for it. The hand writing on the wall declared that the C. P. R. was getting control of the people's roads. Every city and Board of Trade on the line of the I. C. R. was interested; local shippers had had their rates raised on them, but no change in shipping from Montreal to points in the Maritime Provinces had not been called upon to meet increases. This was unfair competition.

Mr. Skinner's View.

A. O. Skinner advocated sending Dr. Pugsley and a strong delegation before the Railway Commission at once. He did not think a traffic expert was necessary; any business man could see that the rates were discriminating. He moved that Mr. Pugsley and the City Recorder be asked to go to Ottawa at once, and that any members of the Board able to leave their business be invited to go with them.

Mr. Hazen's Telegram.

Col. B. R. Armstrong said Mr. Hazen telegram saying that the agreement would be submitted to the Railway Commission when signed evidently

meant when it was drawn up in proper form and signed by Messrs. Gutelle and Bosworth. It did not mean when Mr. Cochrane signed the document; the minister would only have to approve it.

Com. Agar said they should look at the matter from a broad standpoint, even though they sympathized with the eloquence of Hon. Mr. Pugsley.

St. John was not the only port. It had been assured in past discussions that a community should be recognized in the effort to induce Canadian trade to come to maritime ports. St. John needed the cooperation of Halifax and Nova Scotia; it had always been expected that a certain amount of trade would go over to Halifax. And if export trade went to Halifax it could only do so by other railways making traffic with the I. C. R.

Decidedly Unfair.

As regards the present agreement Mr. Agar said it certainly to the lay mind looked to be one sided, and decided unfair to the port of St. John. It had, however, to be dealt with by the railway tribunal, and the city should be represented before that body by men like Mr. Pugsley or the Recorder.

Continuing Mr. Agar said that it was not unreasonable to suppose that looking at the matter from a national standpoint, considering the political and business importance of Nova Scotia, it may yet happen that Halifax may be placed on the same footing as St. John in order to direct traffic there. He would like to ask Mr. Pugsley whether it was not the intention of the late government when it built the Transcontinental to Moncton to give the G. T. P. traffic rights over the I. C. R. It must, he added, have been the intention of those who voted to build the line to Moncton that Halifax would receive freight over that route.

The only question was to get an agreement fair to both ports. Mr. Agar also wanted information as to the late government's understanding with the G. T. P. relative to providing terminal facilities here.

Mr. Pugsley's Reply

Mr. Pugsley said that in the contract made in 1903 it was provided that the G. T. P. should have traffic rights over the I. C. R. the terms to be determined by the governor-in-council. He was not opposed to fair traffic arrangements, but this agreement was unfair. The government should not use its roads to discriminate against St. John.

He did not offer any information as to the late government's understanding with the G. T. P. in regard to St. John terminals.

W. E. Foster then moved the following resolution:

Whereas the agreement made between the Canadian government railways and the Canadian Pacific Railway Co., dated 30th of Sept., 1913, a copy of the heading of which has been laid before this meeting is such as to place this port at an unfair and serious disadvantage in connection with export and import business of Canada; and

Whereas the minister of marine and fisheries has informed the president of this board that the question of whether such an agreement is discriminatory against this port, would be, when signed, submitted to the judgment of the Board of Railway Commissioners for Canada;

This meeting, therefore, respectfully and earnestly most earnestly requests such agreement being approved of by the government or minister of railways, or being allowed to come into operation at all events, until the question of its discriminatory character has been submitted to and decided upon by such board of railway commissioners.

And further resolved, that the government be notified that this board desires to be represented by a counsel, and to have witnesses examined by such board.

Also resolved that a copy of this resolution be sent to the Prime Minister, the Minister of Marine, and Minister of Railways.

Mr. Foster said he was pleased to note the broad views entertained by Mr. Agar. But they were not talking about the traffic of the G. T. P., but of the C. P. R., and its terminus here. He pointed out what St. John had done to induce the C. P. R. to come here, referred to the city's expenditures on wharf property and declared it was unfair that the government should be used to rob St. John of its geographical advantage.

Worse Than Supposed.

W. Frank Hatheway seconded the motion. He said the agreement in regard to freight was worse than he had thought. He had supposed freight trains were limited to 12 cars. He went on to give the history of previous attempts of the C. P. R. to secure rights on the I. C. R., and its threats to withdraw from St. John to Portland. The recent move, he thought, was another effort of the C. P. R. to get control of the people's road.

The speaker said the lowest rate on freight loads between St. John and Halifax a private shipper could get was \$1.80.

The Commissioners Scored.

D. F. Pidgeon said self-preservation was the first law of nature, and St. John should fight its own battles without worrying about Halifax. He felt the city commissioners had not done their duty in the matter and proposed the following resolution:

"Whereas, this board is of the opinion that a blow has been struck at the prestige and business interests of our port by the withdrawal of the mail steamers; and

Whereas, this board is further of the opinion that such a blow has been made possible by the new agreement for the halting of passengers and freight of the steamers of the Allan and C. P. R. mail line between our city and Halifax; and

Whereas, this board is strongly of

## WILL OPEN A SCHOOL FOR THE SEAMEN

Department of Marine and Fisheries is Arranging For Institution.

B. F. BERNETT HERE TO LOOK OVER GROUND

Will Prove Great Encouragement to Sailors who are Trying for Master's or Mate's Certificates.

A school for seamen is one of the latest ideas projected for St. John by the Department of Marine and Fisheries. B. F. Bennett, of the department, arrived in the city from Ottawa to make preliminary arrangements for carrying out the scheme.

Speaking of the project Mr. Bennett said last night that the idea is to have established in this city classes where in seamen might learn navigation so that they would be enabled to attain to master's and mate's certificates. Of late years, he said, very few from here have been aspiring to the ranks of mates or masters and the course of instruction to be given in the school here will prove an incentive to more to try for the certificates. Those from here who desire to take the examinations for mate's or master's certificate at the present time generally go to Yarmouth for the purpose. With the school of navigation established here, however, this will be unnecessary. Some years ago there was such a school on a small scale and intermittently there have been private classes for seamen who were preparing for the examinations.

The plan which the Department of Marine and Fisheries desire to put into effect is to have a school here conducted under the direction of the department making it a government institution. The scope of the instruction would be such as to enable those following the classes to acquire the elementary knowledge and advanced knowledge sufficient to fit them to pass the necessary examinations for the certificates. Under present conditions many of the seafaring men, the able seamen here have a thorough practical knowledge of navigation, but they lack the theoretical knowledge and are handicapped in taking the examinations. With the establishment of the school this disadvantage would be removed and they would be enabled to take the examinations here and complete more successfully.

The opinion that this agreement is of a discriminatory nature against our city; and

Whereas, owing to such belief this city has by resolution asked the Dominion government to submit the agreement to the Railway Commission for their decision as to whether or not discrimination does or does not exist;

Whereas, the government have advised this board of their decision to submit this agreement to the Railway Commissioners as requested;

"Be it therefore resolved, That this board at once engage the services of competent legal advisors to present the case for St. John before the Railway Commission, and that these legal advisors be authorized to secure the services of a competent railway expert from the Interstate Commerce Commission at Washington, D. C., or elsewhere, at once, for the purpose of assisting in the preparation of the case for St. John; that the government be requested to place the full text of the agreement before our legal representative at once, along with such information as may require in the preparation of their case."

Mr. Pidgeon said that in view of the liberal support which the board had received from citizens, it should spare no expense to protect the city's interests.

Counting the Cost.

The president—The question of finance should be considered. It has been suggested that the services of a traffic expert would cost \$5,000. The board's resources at present are not equal to such an expenditure.

Com. Agar seconded Mr. Pidgeon's motion and said that as a member of the city council he would be willing to vote to have the city defray the expenses. He thought all taxpayers were interested.

E. A. Smith said St. John would go ahead without reference to an expert. They had let the matter drag along, and they did not do something before Nov. 15 the fat would be in the fire. He said he understood that it cost half a cent per ton per mile to carry freight.

John Hargreaves said everybody in St. John was an expert in the matter, and suggested that he be left to the discretion of the council to employ a traffic expert. He roundly condemned the agreement and said he felt humiliated to live in a country where such a thing was possible.

Com. Wigmore had no doubt the agreement was discriminatory and was willing to vote that the city defray the expense of fighting St. John's case.

The Mayor was agreeable to voting the money required for an expert, but it meant an expenditure of \$5,000 it would have to be charged against next year's assessment.

Mr. McInerney wanted to know whether the railway commissioners having jurisdiction over the C. P. R. would have power to forbid the company taking advantage of the agreement if they found it discriminatory.

Mr. Pugsley said the Railway Commission would have no power in the matter.

Both the resolutions were adopted unanimously.

## TOYS TOYS

You will soon be thinking of different articles which will be needed for Xmas. Let us early draw your attention to our Toy Dept. which contains the latest novelties from German and American factories, personally selected by one of our own representatives.

This assortment includes:

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Games, Erector, Steam Engines, Cortella, Attachment Toys.

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Boys' and Youths' Pyjamas in pretty striped shakers and madras cloths. Prices \$1.00 to \$1.75.

Pyjamas for Little Folks, made of extra soft flannelette, sky and pink color, printed all over with true lovers' knots. Also a light weight, very soft shaker in pretty stripes, with frog trimmings. Sizes 2 to 8 years. Price \$1.25

Night Shirts—Our special "Defiance" brand, extra large bodies, best custom made, with double yokes, all seams double stitched and gusseted; satisfaction guaranteed. White cotton, plain and twilled, shaker in white and colored, made with or without collars.

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