

ST. JOHN BUSINESS MEN IN DELEGATION AT OTTAWA

Cordially Received by Premier Borden, Mr. Foster, Mr. Pelletier and Mr. Hazen--Dinner Given by Mr. Hazen.

The delegates spent an hour in Montreal and reached Ottawa shortly after one o'clock. Mr. Hazen had made all arrangements for a meeting with Premier Borden, but previous to this a conference with Mr. Hazen was held, at which information was exchanged tending to clarify the situation.

At four o'clock all the delegates assembled in the Premier's office, where they were met by Mr. Borden, Mr. Foster, Mr. Pelletier and Mr. Hazen. As previously arranged during the trip up, J. M. Robinson opened the proceedings on behalf of the Board of Trade. He was followed by Mayor Frink, Senator Daniel, Senator Thorne and Dr. Pugsley. Premier Borden then replied and afterwards any members who desired to give or request information were affected an opportunity to do so.

The reception accorded by the ministers was cordial in the personal sense, as a majority of the delegates were old acquaintances, and cordial also in the sense of displaying real interest in the matter under discussion. While Mr. Borden alone replied to the addresses of the delegates, Mr. Pelletier was several times called on for definite information regarding the mail service, and made it clear that the Victorian and Virginian are not secondary boats but, as far as the government is concerned, are two of the first class steamers under contract for the mail service.

A Definite Statement
Mr. Borden's reply to the St. John presentation was a definite statement that the government has the interests of St. John at heart and will permit of no action on the part of its officers which can be construed into unfair discrimination against this port. While the concrete results of the formal conference was small, yet the delegates were greatly reassured by Mr. Borden's frank statement of the government's attitude. The other members of the cabinet present at the conference privately endorsed the Premier's declaration of absolute fair play all round.

One of the most important, as well as enjoyable features of the day, was the dinner given by Mr. Hazen in the evening at Rideau Club. During the progress of the function members of the delegation without regard to politics, voiced their unqualified approval of Mr. Hazen's attitude toward the existing situation and of his efforts in behalf of St. John.

Mr. Hazen's health was proposed by Mr. Robinson, and in the course of his reply, Mr. Hazen had pleasure in reading a telegram of interest from Mr. Bosworth. This was to the effect that the two C. P. R. liners, larger steamers than the Empresses, would be completed next summer and would, during the following winter, run direct to St. John. This announcement was received with great enthusiasm.

During the evening addresses were made by many members of the delegation, all of which conveyed the impression that in such a time as the present St. John forgets political differences and stands for St. John alone, and that the feeling of the city as freely expressed by the delegates is one of absolute confidence in Mr. Hazen as St. John's representative in the Federal cabinet.

This was strikingly typified by an exchange of courtesies between Mr. Hazen and Dr. Pugsley, the latter voicing his entire approbation of the attitude assumed by Mr. Hazen and his efforts toward the interests of his home city. Mr. Pugsley openly expressed his personal admiration for Mr. Hazen aside from all partisan consideration and expressed his confidence in Mr. Hazen's ability to carry on the fight in the interests of St. John. "If he succeeds," said Dr. Pugsley, "we will be glad. If he fails we will know that he has done his best and no one will realize more than I that he has done his best."

The delegates were briefly introduced by Mr. Hazen who outlined the purpose of the visit, and called on Mr. Robinson to open the subject.

J. M. Robinson Opens Case
Mr. Robinson presented the case as instructed by Monday evening's meeting. "Last winter," he said, "when it was announced in parliament that the steamship companies would be left free in their choice of ports, the people of St. John were gratified. They were still further pleased when, late in September, the sailings of the various liners were announced showing that St. John would enjoy a fair share of the mail service. A week ago, however, the city was aroused by an announcement that both the Allan and Canadian Pacific mail steamers would make Halifax their terminal. During that day, in consultation with other officers of the Board of Trade, arrangements were made for a meeting on Monday evening. Certain telegrams to and from Ottawa were sent

and received and certain rather indefinite information exchanged."

Mr. Robinson quoted Sir Thomas Shaughnessy's, Mr. Bosworth's and Mr. Gutellus' statements, and detailed at some length the incidents previous to Monday night's meeting, as well as giving an account of the proceedings of that meeting. Much feeling, he said, was displayed by the very large assembly. Stress was laid on the fact that in St. John the question was regarded as non-partisan but one which concerned the interests of all classes of citizens. That meeting requested that a delegation should be sent to Ottawa to demand an explanation of why, after the open door having been granted, St. John should be given the go-by; what is the meaning of the word "grace" used in Sir Thomas Shaughnessy's message, and what the arrangement, in detail, whereby the I. C. R. carries C. P. R. business.

Mayor Frink

Mayor Frink followed very briefly, endorsing all that Mr. Robinson had said, and urging that some definite information be given as promptly as possible as to whether there is discrimination of any sort against St. John.

Senator Daniel's View

Senator Daniel pointed out that one of the main questions on which the delegates desired information concerned the somewhat unusual arrangement which, it is understood, has recently been made between the C. P. R. and I. C. R. "It is felt that rates lower than the normal must have been granted under the arrangement whereby the C. P. R. has been induced to carry its business to Halifax. 'We people of St. John,' said Mr. Daniel, 'are not asking anything that is not our just due, but, on the other hand we are not inclined to give up to another port anything to which we are justly entitled. If Halifax is deserving of the additional business it now seems to have secured, then a fair move has been made, but we feel that St. John is now losing something to which, by geographical and other advantages, she is well entitled, and if this is so there must be discrimination somewhere. This we expect, and hope, will be removed when brought to the notice of the government.'"

Senator Thorne's Statement

Senator Thorne spoke of the manner in which public opinion in St. John had been aroused when the announcement of the withdrawal of the steamers was made. "The impression prevails, though without definite knowledge," said he, "that there has been an arrangement made with the I. C. R. whereby the C. P. R. business will be handled, perhaps, not at mere less than normal rates, but actually at a loss. If such an arrangement exists we feel that it is very unfair discrimination that a government road is being used by the government for the advantage of one party of the country to the detriment of another. This we believe would if true be at once corrected. If, however, the arrangement made with the I. C. R. is a fair and proper business arrangement, showing a reasonable profit, such as would be regarded as legitimate as between any two private railroads, then we can have nothing to say."

Mr. Pugsley

Mr. Pugsley briefly reviewed the earlier steps in planning for this season's services. He cited Mr. Bosworth's statement that the double haul system was very unsatisfactory, but that having been given the open door, everything would be satisfactory and the Halifax call cut out. In parliament, last session, Mr. Pugsley had suggested, he said, that a division of the service between the two ports be embodied in the mail contract, but this was not forced by him, as he thought it might be an interference with the principle of the open door. If, however, Mr. Gutellus has made with the C. P. R. an arrangement different with that existing with other shippers, an arrangement under which these steamship companies were influenced in any way to terminate their service at Halifax, an injustice has been done to St. John, he said. "The question is not whether the I. C. R. is to carry C. P. R. business at a loss, or at even a margin of profit. If the I. C. R. carries this business on terms more favorable than are granted to any other shippers then a grave injustice has been done, and such an arrangement should be revoked by the Government. If, by an arrangement with the I. C. R. these two lines of steamers have been induced to leave that port which, as was repeatedly declared by them, was by far the most advantageous, a grave injustice has been done. The people of St. John are serious in this matter. They are serious in their representation to the members of the Government and they feel that the situation is worthy of most careful and favorable consideration."

Mr. Tilley followed saying, "The people desire an answer to the question, 'Has any favorable arrangement been made between the I. C. R. and the steamship companies?' Mr. Robinson read a message just received from M. R. A. Ltd., as follows: "Public opinion against proposed change in mail steamers is most intense here. You, and members of delegation, are backed by all citizens and you cannot urge our claims too strongly, both to our representatives and the Government."

The Premier's Reply

Mr. Borden replied practically as follows: "I appreciate the position taken by the people of St. John in this matter. I appreciate the temperate and reasonable manner in which the subject has been presented. I feel that the best evidence of the Government's interest in St. John is to be found in the steps which are being taken to properly equip that port, in common with others for the rapidly growing business coming to it."

"In so far as the matter under immediate consideration is concerned, neither our Government nor any member of it, would, for a moment, be party to any arrangement whereby discrimination against the port of St. John could result. Dismiss that idea from your minds."

"As you know, there have been for years negotiations between the I. C. R. and C. P. R. for closer traffic relations. Lately such questions have been treated by us on a purely business basis and as they involve points requiring expert knowledge we feel that the general manager of the I. C. R. and the proper traffic officers of the C. P. R. are the ones to carry on the negotiations. Whatever arrangement has been made is based, you may be sure, on business principles. I have not that information for which you ask me at hand. I have never seen a copy of the contract, and am, at present, unable to give you its detailed conditions. But I can say that I believe the arrangement to be one such as would properly be made between two privately owned railways."

"The General Manager of the I. C. R. has no authority to grant to the C. P. R. or to any one else any concessions which could not be justified in a business arrangement between two privately owned lines, and I am sure that in this arrangement there is absolutely nothing which can be regarded as discrimination against St. John."

"We will secure the fullest information relating to this at the earliest possible moment and will be pleased to communicate it to the people of St. John whenever received. I trust that the situation, when more fully explained, on receipt of this information, will present itself to your citizens in a somewhat different aspect, and that you will then realize that in the whole matter there is absolutely nothing of a discriminatory nature, nor anything at all unfair to St. John."

Mr. Borden spoke in a congratulatory manner of the efforts made by the people of St. John to improve their port, of their enthusiasm and their desire to assist in the general development of the country. He pointed out that, at the rate the business was growing all the Atlantic ports will have more than they can handle, despite the increased facilities.

Mr. Robinson asked, "Then, are we to say from you that Mr. Gutellus, on his own responsibility, has made a contract with the C. P. R. of which you have no knowledge?"

Mr. Borden—"I have no cognizance as to the terms of the contract."

Mr. Robinson—"Do we understand, then, that Mr. Gutellus has an absolutely free hand in the management of the I. C. R.?"

Mr. Borden—"I have heard previous to this that Mr. Gutellus has 'too much freedom in I. C. R. matters.'"

Mr. Pidgeon—"If it is shown that under this contract the C. P. R. is to enjoy better terms than other shippers, may we rely on your Government to revoke that contract?"

Mr. Borden—"I cannot speak definitely on that point until I have received a copy of the contract, but we will certainly see that St. John gets honorable treatment."

Mr. Pidgeon—"It is now five days since we asked for information regarding the contract and, knowing the temper of St. John, I, for one, would be afraid to go back to report such a reception of our complaint, and such a dearth of information. It is important that we secure this knowledge as promptly as possible."

Mr. Borden—"All that can be done will be done to facilitate this."

Mr. Pugsley—"On behalf of my friends I desire to thank you, Mr. Premier, for the kindly manner in which you, and your colleagues, have heard us."

This concluded the formal hearing.

PROSPERITY IN POSTAL FIGURES

If postal figures are any criterion, the business of the country was never more prosperous. The figures for the first six months of the fiscal year show a really remarkable development. The total was \$6,799,690, an increase of over \$501,146 on the corresponding period of 1912, while the increase over ten years ago is not less than \$4,112,000. The postal revenue for September was \$1,153,555, an increase of \$178,105 over last year.

ANOTHER BIG GOLD STRIKE

Precious Metal Found at White River, Shushana District, in Large Quantities--Rush Now On

The richness of the Dawson city gold camp will be rivalled by the new strike at White River, Shushana district, Alaska. From reports received by the customs department men using very crude methods of mining are cleaning up from one to two thousand dollars per day. The gold bearing area has been proven for fifteen miles and extends well into Canadian territory. A big stampede from the coast cities is now on and at least 4,000 people are there with a big crowd going in every day. Many Dawson old timers have gone to the new camp. Prices remind old timers of the early Dawson days. Shoes sell for \$75 a pair, flour at \$100 a sack and prices still rising. The R. N. W. P. are already on the spot to preserve law and order. The force consists of Sergt. Dempster and six men.

Richard D. Isaacs was on Saturday sentenced to five years in Dorchester penitentiary by Mr. Justice White in the King's Bench division, Circuit Court, St. John, having been adjudged guilty in the famous western land deal swindle.

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