

The Evening Times and Star

ST. JOHN, N. B., OCTOBER 22, 1913.

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ST. JOHN STILL WAITS

The latest news from Ottawa is to the effect that the minister of railways may take up the Gutelius agreement and consider it and the St. John resolutions some time this week. Mr. Borden and Mr. Hazen are on a junketing trip to Quebec. Mr. Gutelius is proceeding with the arrangements to berth the big mail steamers at Halifax, without waiting any further instructions concerning the matter, being evidently satisfied that Mr. Borden will not permit a change that would bring the Empress steamers back to St. John. Mr. Hazen and Mr. Rogers, it is said, will come to St. John in the second week in November. Long before that the question of where the mail steamers will make their terminus will have been settled, and the winter steamship season will have practically begun. Over in Halifax the Echo finds a source of satisfaction in the fact that the St. John Standard is publishing articles which the Echo says show that "Halifax has the bulge on St. John" in the matter of terminal facilities. The Echo discounts the rumor which appears in today's Standard, and which was published in Halifax yesterday, to the effect that the Canadian Northern Royal steamers will come to St. John. The Echo points out that Sir William MacKenzie and leading officials of that line declared that Halifax was the natural port for them, and it does not believe they will be switched to St. John. There is another rumor, not originating in Halifax, to the effect that powerful Montreal capitalists who made large investments in real estate in Halifax exerted their influence with Mr. Borden to bring about a condition of affairs with regard to the port of Halifax such as would enhance the value of their real estate holdings.

St. John people, however, must not be turned aside from their purpose by any amount of talk about Halifax and the aims and purposes of this or that individual or company. They must not permit themselves to be persuaded that the C. P. R. is responsible for the withdrawal of the mail steamships. These cannot be withdrawn unless Mr. Borden, Mr. Hazen and Mr. Cochrane consent. Those are the gentlemen to whom the appeal must be made, and upon whom pressure must be brought to bear. There is discrimination against St. John in the Gutelius agreement. If not the C. P. R. would never have abandoned this port to take its trains to Halifax. This is "the natural port" of the C. P. R. Sir Thomas Shaughnessy has said so. His company would not take its traffic past "the natural port" unless induced to do so by concessions which are discriminatory against St. John and not in the interests of the government railway.

MR. FOSTER AND THE NAVY

In the course of his address last evening Hon. Mr. Foster referred to the importance to the British Empire of keeping the seaways open, and said that Britons throughout the Empire should distribute the burden of providing proper protection.

Mr. Foster is right. All Canada remembers the thrilling message which he delivered some four years ago when he declared himself for a Canadian navy, built, manned and maintained by Canada, to keep the seaways of Canada open, to defend her shores, and to be an integral part of the navy of the Empire. This is the Liberal policy.

The St. John Standard endeavors to make it appear that Mr. Foster is an advocate of the policy of tribute. If so, Mr. Foster, like Mr. Borden, must have completely changed front. We all know that Mr. Borden reversed his policy at the bidding of the Nationalists of Quebec, who were then opposed to any naval expenditure, but whose representatives, now that they are permitted to approach the feed trough, are willing to agree to a contribution of \$25,000,000, explaining to their constituents, as was done in Chateaugay, that this contribution will settle the whole of Canada's naval debt to the Empire.

The really patriotic policy on this question is that so eloquently set forth by Mr. Foster before it became necessary to make a bargain with Mr. Bourassa. It is the policy which the Canadian people will endorse at the next general elections.

AST MIDDLESEX

The Tory candidate was elected in East Middlesex yesterday, by a majority of 368. In the general elections, the Tory candidate had a majority of 661. Yesterday's result, therefore, does not show that the Liberals have lost any ground in Middlesex. On the contrary they are stronger than in 1911.

The Standard's correspondent says that the Tory candidate emphasized his belief in the doctrine of protection for Canadian industries. Evidently it is not the intention of Mr. Borden and his followers to make a downward revision of tariff, and it becomes more and more the duty of the Liberals to advocate the policy which will relieve the burden of the high cost of living, which is pressing harder and harder upon the people of Canada.

The result in East Middlesex will in an sense discourage or dishearten the

leaders of the Liberal party. In a by-election the government is able to exercise to the fullest extent those fine arts for which the Hon. Robt. Rogers is so well known, and which emphasize the statement of the late Mr. Tarte, that "elections are not won with prayers." The Tories expected a larger majority in East Middlesex than they had in 1911. That it has been cut from 661 to 368, however loud their boastings, must deprive them of a good deal of the joy of victory.

England is said to be willing to permit Mrs. Pankhurst to remain in the United States. No doubt this is true.

Is the Intercolonial the people's railway any more, or is it a branch line of the Canadian Pacific?

The Tory majority in East Middlesex was almost cut in half yesterday. Not much comfort in that for Mr. Borden.

The Ottawa Citizen, Conservative, believes that the reduction in the United States tariff should be followed by reductions in the tariff of Canada.

The new United States tariff is a benefit to the Canadian producer, but not to the Canadian consumer. His benefit must come from a downward revision of the Canadian tariff.

"The British Empire as it is today was made possible only by the self-sacrifice and the united efforts of the people of the British Isles," said Hon. Mr. Foster last evening. In other words, they did not hire their fighting done.

Halifax is satisfied with the outlook for the winter, except that its board of trade will protest vigorously against the loss of any steamship service which it now enjoys. The Echo says the business men of Halifax will not stand for the removal of the Royal Line steamers to St. John, and that the board of trade is "arming for the fray."

The Chatham World says: "Premier Fleming has been inspecting the new St. John bridge work, and has promised to see if something can't be done to hasten it. We wish he would come to Northumberland on a similar mission. He would find the Barnaby Rigger bridge down, and nothing done towards rebuilding it, not to mention several bridges that sorely need repairs."

"The Royal Line steamers will not be taken away without a fight," says the Halifax Echo, in large type. "The board of trade arming for the fray" is another announcement in large type. St. John might fairly follow the example of Halifax, and insist that there shall be a very considerable fray before the Empresses are taken away from this port.

One of the great characteristics of Nelson, said Mr. Foster last evening, was his willingness to sacrifice himself. If the Borden naval policy is adopted, Canadians will thereby express their willingness to sacrifice somebody else, while they pay the bill. If Canadians are to profit by the lesson of Trafalgar Day, they will provide a navy of their own, and man and maintain it themselves.

"Now watch Mr. Pugsley beat it to Ottawa," says the Standard, in that fine phraseology for which it is becoming famous. The last time Mr. Pugsley "beat it" to Ottawa, he was accompanied by twenty or more indignant citizens of St. John, who went there to protest against gross discrimination by the government against the port of St. John. It was not necessary for any St. John delegations to "beat it" to Ottawa to get justice for St. John when Hon. William Pugsley was its representative in the government.

The Intercolonial Railway has adopted a new set of blank forms such as are used by the C. P. R., and a number of C. P. R. men have been borrowed to go over the line and instruct the I. C. R. agents and clerks in their use. Mr. Gutelius, it will be remembered, was borrowed from the C. P. R. for a period of two years. Quite a number of former C. P. R. officials have since joined the staff of the I. C. R. Perhaps they, too, are merely borrowed, or will again become employees of the C. P. R. when it has gobbled up the government railway.

Choral Society Disbanded
The St. John Choral Society was disbanded last evening at the annual meeting. E. S. Peacock, musical director, said that the step was greatly regretted, but that lack of interest by the public compelled the move.

Berth For Red Cross Line
The Red Cross line of New York may be provided with a berth on the east side this winter. The mayor will recommend, at the meeting of the common council this afternoon, that additions be made to the shed area on Pettingill wharf.

McClary Mig. Co. fire sale means hundreds of dollars saved for prudent housekeepers. Gas ranges, stoves and refrigerators.

BIRTHDAYS OF NOTABILITIES

WEDNESDAY, OCTOBER 22.
Hon. D. J. McIntyre, county court judge for Ontario county, was born in Three, Argyleshire, Scotland, on Oct. 22, 1841. He practised law in Lindsay, where he became police magistrate.

Hon. F. M. Morson, county court judge for the county of York, Ont., observes his sixtieth birthday today. He was born in Chambly, Que. He practised law in Toronto for many years.

LIGHTER VEIN

Love's Logic
He—If we had never met, would you have loved me as much, dear?
She (fervently)—More, darling.

A Managerial Dilemma
Friend—What's the matter?
Theatrical Manager—"I'm debating whether to put on a play that's recommended by doctors or one that's approved by the clergy."—Judge.

Why Editors Leave Town
An error crept into an obituary article last week—instead of timely loss, the untimely loss of the word—Edgar (Wis.) News.

Facial or Musical?
Hopeful Hank saw a fly light on the face of a violinist while he was executing a solo. Hank says the artist played with a great deal of expression.—Toledo Blade.

As Usual!
Boss—Where's Jones? His vacation was up this morning.
Fellow Clerk—It was, sir; but he telephoned that he would have to ask for a few days to rest up before he could possibly go to work.—Judge.

Fame A La Mode
"I see that wife murderer was loudly cheered."
"Yes; I don't know what things are coming to, I suppose I could get a line vaudeville engagement by giving my wife a beating up."—Washington Herald.

This Leaves the Skin Smooth and Hairless

(Boudoir Secrets).
The electric needle for removing hairy or fuzzy growths is fast falling into disfavor among beauty specialists, because quicker and better results are obtained with the aid of a paste made by stirring together a little powdered delatone and water. This is applied on the hairs not wanted and in 2 minutes rubbed off, and with it comes the trace of hair. The skin should then be washed to remove the remaining paste and it will be left smooth and spotless. Buy delatone in original packages only.

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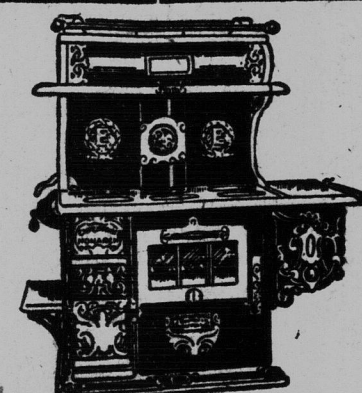


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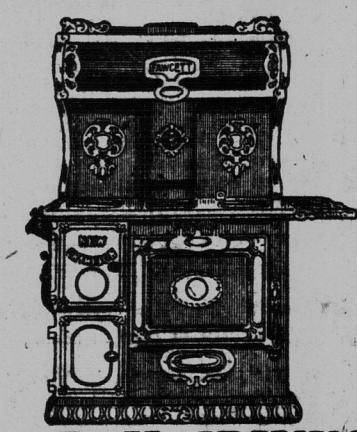
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Tenders will be received for each separately, or together.

Stock can be inspected at the or from the stock list at the of MacRae, Sinclair and MacRae.

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Dated this 18th day of Octo D., 1913.

JOHN A. SINCLAIR,
Assignee 1912