

The Evening Times and Star

ST. JOHN, N. B., OCTOBER 4, 1913.

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ST. JOHN'S CRISIS

"This is certainly an instance which calls for united action for St. John regardless of politics."

In this sentence Mr. J. M. Robinson, president of the board of trade, correctly states the situation with regard to the sudden change of policy which has deprived St. John of the mail steamships. Citizens who read the Standard this morning were amazed to find that journal attempting to justify instead of demanding an explanation of the action of the Canadian Pacific Company in deciding to withdraw the Empress steamers from this port. Greatly to the surprise of the citizens also, Commissioners Wigmore and Agar permit themselves to be quoted as almost pleading for Halifax, and seem also disposed to counsel the citizens of St. John upon the impropriety of showing a greedy spirit. That the Standard and the two commissioners have utterly failed to grasp the situation is shown by the strong expression of other members of the Conservative party, who in a case like this, affecting the vital interests of St. John, are patriotic enough to put the interests of the city above the claims of partisanship.

Why did the Canadian Pacific Railway Company suddenly decide to withdraw the Empress steamers from St. John after announcing that they would come here? Was it for this that Sir Thomas Shaughnessy was recently summoned to Ottawa by Premier Borden? If so, what consideration does the Canadian Pacific receive for its change of policy? Who will pay the extra expense of carrying freight for the big mail steamships past St. John over the heavy grades in the long haul to Halifax? Has there been some understanding between Sir Thomas Shaughnessy and the government with regard to the use of the Intercolonial Railway between St. John and Halifax, discriminating against this port?

These questions are not partisan questions. They are questions affecting the interests and the reputation of the port of St. John. How can we boast that St. John is Canada's great national port when it is to be turned down and lose the big mail and passenger steamers? The Standard this morning prints the sailings of certain of the Allan boats from this port: The new mail steamers Calgarian and Alsatian are not in the list. They, like the Empress steamships of the Canadian Pacific, will make Halifax their port; and, according to a Montreal despatch to the Halifax Chronicle, Mr. G. M. Bosworth is reported to have said that the change was made because the Canadian Pacific Railway "was able to complete arrangements for passengers and freight service over the Intercolonial from St. John to Halifax." This disposes of the Standard's wild guess that the traffic would be handled by way of St. John and Digby, and involve more labor for St. John men. Why should mails and passengers go from St. John to Digby and thence by rail to Halifax, involving all this unnecessary handling, when they might as well be placed on board the steamships at St. John?

The Halifax Chronicle says further that the additional traffic for these big steamships will "absolutely swamp the present equipment of the Halifax and St. John division" (of the I. C. R.), and that therefore special provision must be made for handling it. The Chronicle goes on to estimate that so many additional special trains must be put on the road between St. John and Halifax that it will be necessary to draw on the Canadian Pacific both for trains and train crews. It is not necessary to refer to a Halifax paper to know what the loss of this traffic will mean to St. John.

John, apart altogether from the damaging blow to the prestige of the port. The Halifax Chronicle devotes much space to the great weekly disbursements for labor and supplies, and for other purposes in connection with the traffic of these big steamers. It is to be taken away from St. John and presented to Halifax, and the citizens of St. John have a right to ask the reason why.

The public meeting which has been called for Monday night should be non-partisan and it should be very emphatic. The citizens of St. John cannot afford to submit tamely to the sacrifice of the prestige of the port and the loss of business, to secure which they have

made such enormous expenditures during the last twenty-five years.

This is not a case where Halifax is getting some new business upon which that port might fairly be congratulated by the citizens of St. John. The Nova Scotia city is getting business by taking it away from St. John. Why?

The Standard says that St. John has "received absolutely a fair deal and will gain more than it loses." It says that "there has been no injustice to St. John on the part of the government." It says further that "the C. P. R. when given the chance decided against St. John."

Consider this last statement. It is not true. The C. P. R. decided in favor of St. John, made all its arrangements, and announced the sailings of the mail steamers direct from this port. If the C. P. R. had not been interfered with by somebody, for some reason other than the interests of the mail service and the fast passenger traffic of Canada, it would not have decided suddenly to change its carefully prepared policy and cut out St. John as a mail port. Neither the Standard nor any other apologist for the government at Ottawa, rushing to its defence without even demanding an explanation, can for one moment conceal the facts of the case. The C. P. R. chose St. John as a mail port. It has been induced by somebody for some reason to abandon that policy, and to sidetrack St. John. Why, and for whom?

It would be most unfortunate if partisan politics were permitted to divide the citizens of St. John in a matter which affects the vital interests of this port. For more than a quarter of a century, the people of St. John have patiently and earnestly, in the face of much discouragement and of bitter opposition from other ports, striven to bring St. John up to a point which was reached when it was announced a few days ago that the mail steamers would come to this port during the coming winter. It seemed then that the hopes so long cherished were to be realized and that the just and reasonable claims of St. John were to be recognized. The making of a new agreement for the Atlantic mail service had given the opportunity to leave the choice of a mail port optional with the steamship companies. They chose St. John, and announced the sailings of their mail steamers. Thus this port, which had steadily increased its share of the freight business of Canada in winter, had reached the point where it was to get a larger share of the fast passenger and mail service. Up to this point, through all these years, there had been steady progress. Now an attempt is being made to take from us that which had been fairly earned, and to gain which the people of St. John have cheerfully made great sacrifice. Is this a time for partisanship, or for unfettered action to hold that which we have and to which we are fairly and justly entitled?

Sir Thomas Shaughnessy and Premier Borden have been in conference. About what?

The board of trade injunction, "do it for St. John," should appeal to St. John business men at the present time.

When we speak of the port of St. John, must we express regret that it is not quite as good a port as Halifax?

Halifax may be relied on to say all that is necessary in its own behalf in this matter of the mail steamers. Let St. John men talk St. John.

Halifax is entitled to whatever it may be able to secure in the matter of through traffic, provided it is not secured at the expense of the port of St. John.

Some More Magazine Poetry

The rain drops splattered on the window pane.

His features set the man within gazed out.

Now and again his lips half-formed a pout.

As though his Fate had quarreled with his brain.

He saw the tide of life that swiftly surged.

Along the busy street;

He saw the soul within him cleanly purged.

And God-made neat.

He saw the mocker's spirit come and go.

And wondered why the sight disturbed him so.

Here was a man who came and lived and went;

At forty-five his life was nearly spent.

His aspirations gone, his conscience dulled;

His memory from remorseful generations culled.

B. D. W., St. John.

BIRTHDAYS OF NOTABILITIES

SATURDAY, OCTOBER 4

Hon. A. R. Angers, K. C., veteran lawyer and politician, was born in Quebec on October 4, 1858. He has had a long career as a public man, being successively member of the Quebec government, judge of the supreme court of Quebec, lieutenant-governor of Quebec, member of the dominion cabinet. He is now head of a law firm in Montreal, having been for fifty-three years a member of the profession.

The Right Rev. George Thornhill, Anglican Bishop of Algoma, was born in Coventry, England on October 4, 1849. He made his start in the clerical career at Lamoilleville and after filling various charges was elected bishop in 1896. He is one of the leading men in the Church of England in Canada.

SUNDAY, OCTOBER 5

David MacLaren, president of the Bank of Ottawa and a prominent resident of the capital, was born in Ottawa County, P. Q., on October 5, 1848. He entered the lumber business as a young man and has risen to a place of importance in the financial and industrial life of the country.

Thomas Mower Martin of Toronto, one of Canada's leading artists, was born in London, England, seventy-five years ago today. He was one of the founders of the Ontario Society of Artists and a charter member of the Royal Academy. High Patron of Montreal, director of many companies and one of the richest men in Canada was born in Renfrewshire, Scotland on October 5, 1838. He made his start in the forwarding business being connected with the Shedd Company for many years.

LIGHTER VEIN

The assessor was doing the very best he could, but the farmer was shrewd and wary.

"How many acres of farming land have you?" he inquired, wearily.

"About twenty, I guess," said Reuben.

"Twenty?" Why it looks to me like nearly 120. Come, now, can't you increase that a little? There are surely more than twenty acres in that tract. Suppose you stretch that a little.

"Say, feller," said the farmer, "this ain't no rubber plantation."

"I suppose," remarked Mr. Brown, "now aviators are becoming so numerous and are actually holding aeroplane contests, that we may expect to see a weekly paper published in their interests."

"O," said Smith, "there has been a suitable paper on sale for a long time now."

"Indeed! What is its name?"

"Fly paper."

A cultured daughter, home from boarding school, had just been driving the fat and antiquated family horse from which all speed and spirit had departed some fifteen years before.

"Mamma," she called daintily—though in sudden alarm—"I can't leave Dobbin standing, can I?"

The matter-of-fact mother replied briskly, "You can. Unless he prefers to sit."

Flattery

Flattery—What you consider the most delicate form of flattery?

Cynicus—Telling a married man he doesn't look it.

BUY YOUR

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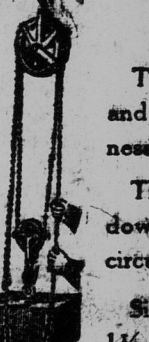


These Blocks are self-sustaining—there are no back slips, no jerks. The friction being automatically cut off as the load rises, therefore the power is reduced more than half.

Sizes carried in stock: 1/4, 1, 2, 3, 4, 5 tons.

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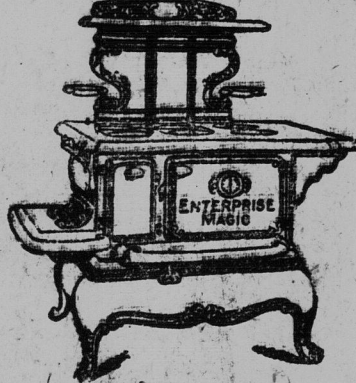
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The lifted weight cannot run down of its own accord under any circumstances.

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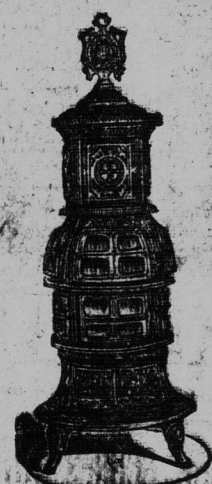
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If you are going to buy a new Stove this fall, now is the time to leave your order, and have it put up ready for the cold day.

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Please use this letter for publication, and send copies to everyone in Canada, as everybody should and must know about a cure which you have, also refer to me for further information, as I could write all day, and then would not have told you all I think about SANOL. I cannot, on paper, wish you the success I wish.

Yours sincerely,

THOS. JOBIN,

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J. R. Booth Injured.

Ottawa, Oct. 2—John R. Booth, the veteran lumberman, lies at his home in a serious condition, as the result of injuries received this afternoon at his plant when a big square timber, part of the ruins of the mill which was burned down a few weeks ago, fell on him. His left leg was broken, his left shoulder badly bruised, and the left side of his face badly cut, especially above the eye.

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WHOLESALE FRUIT

Bishop of Oregon Here.

After being away from St. John for twenty-nine years, His Lordship Bishop Charles O'Reilly, of Baker City, Oregon, a former North End boy, has returned to the city.

When Mr. O'Reilly left St. John in 1884, he was an ambitious and enthusiastic young man, who had just received an arts degree from St. Joseph's College at Menziesburg. Since then he had won a high place in the ecclesiastical world. In 1908 he received the appointment of Bishop of Baker City, a large diocese in the western states.

His home-coming has been a matter of much interest. He sees a remarkable

change in the city during his absence. Already he has renewed old acquaintances, and last night he received many people at the palace of Bishop LeBlanc where he is a guest. He will remain in the city about three days and he is very anxious to have old friends call and see him.

CANADIAN PACIFIC

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MONTREAL EXCURSIONS

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