

## The Evening Times and Star

ST. JOHN, N. B., OCTOBER 13, 1913.

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## KEEP TO THE POINT

St. John's business in this emergency in her history is not with the Canadian Pacific Railway or its president. The delegation which left the city the first of last week was not instructed to interview Sir Thomas Shaughnessy or any official of the Canadian Pacific Railway. Their business, and the present business of the city, is with the government at Ottawa. Unless the government consents, the iniquitous Gutelius-Bosworth agreement cannot go into effect. If any man at tonight's meeting attempts to divert attention from the fact that it is to the government alone we must look for justice, it will at once be evident that he is seeking to play the game of politics rather than to secure justice for St. John. It should not be necessary for a member of the Dominion cabinet to knock humbly at the door of Sir Thomas Shaughnessy in Montreal, in connection with any matter which must receive the approval of the government before it is concluded. Mr. Borden has said that the government would not be a party to any discrimination against St. John. Let him prove it by refusing sanction to the agreement which does discriminate against St. John, or let him at least refuse assent to it until it has been examined by traffic experts in the interests of St. John.

## "BY THE GRACE OF THE I. C. R."

Senator Thorne says it has been his opinion for years that St. John will always be the freight port and Halifax will have the fast mail and passenger service. This was the view expressed by the leaders of the Conservative party as far back as the early nineties, and perhaps it was shared by many Liberals at that time. Many things, however, have happened in the last twenty years, and there are few people in St. John today who will admit that Halifax has any advantage over St. John as a mail port. Canadian Pacific officials have never assented to the statement that mails and passengers could be transferred more quickly by way of Halifax than by way of St. John. They have, as a matter of fact, expressed the contrary opinion. If, therefore, Halifax remains the mail and passenger port, without making a fair test of St. John, it will be for purely political reasons, and not as a result of a comparison of the merits of the two ports. Moreover, the Canadian Pacific authorities had all arrangements made to send their mail steamers to St. John during the coming winter, and the explanation of the change which sends them to Halifax is admirably phrased by Senator Thorne when he says it was done "by the grace of the I. C. R."

Why should the interests of St. John be sacrificed "by the grace of the I. C. R.," which means by the grace of Mr. Borden and Mr. Hansen?

## A RED HERRING?

The Standard has a remarkable story this morning to the effect that a St. John business man was told in December last by a high C. P. R. authority that the Empress would not come to St. John this winter, and that Mr. Harris made the same statement to a St. John board of trade delegation last spring. In other words, the C. P. R., if these statements be true, had no intention of bringing the Empress to St. John this year. How then can they explain the fact that the list of sailings from St. John, as lately published, included the Empress, and that application was made to the city council for the usual accommodation for the Empress and other steamers at West St. John?

What is the purpose of all this talk about the C. P. R. and its plans? Is it to distract attention from the fact that the government at Ottawa must be held responsible if the Empress steamers do not come to St. John during the coming winter? The Gutelius agreement has not been approved by the government. If it is not approved, the mail steamers will come to St. John. That is the one point the people of this city ought to keep in mind, and whoever attempts to divert their attention from the real facts of the situation, while he may be a friend of Mr. Borden, is certainly not a friend of the city of St. John. Who were the St. John men who knew the Empress would not come here, and forgot to mention it?

## THE COUNTRY'S LOSS

The defeat of Hon. Sydney Fisher in the Chateaubain by-election is a loss to the public life of Canada. The seat is to be filled by a mediocre person whose chief claim to recognition was that he was a native of Chateaubain, while Mr. Fisher was an outsider. His election is another tribute to the skill of Hon. Robert Rogers as a campaign manager. We know now that Mr. Morris was elected, and perhaps a little later we shall learn how the thing was done.

When Mr. Borden was in opposition he was very pronounced in his views of holding by-elections, in order that the

voice of the people might be heard in due time and without undue influence. Mr. Borden in power trails the by-elections along at his own good pleasure and in such a manner that every undue influence may be brought to bear in each constituency. The people of Chateaubain were promised public works that will never be constructed, and the gentry who operate along the side lines were sent into every town, village and settlement to induce people to vote for Mr. Morris or at least not to vote for Mr. Fisher. Men like Mr. Fisher are needed in parliament, and it is more the country's loss than his that he failed to secure his election on Saturday. The man who was elected is a supporter of the Tory-Nationalist alliance, and of him, therefore, nothing worthy of consideration may be expected.

## A NATIONAL QUESTION

The Montreal Star treats the matter of the mail steamships as a part of "the ancestral feud between Halifax and St. John," and sees in it much food for mirth.

Does not the Star know that upon the very first opportunity given them to do so the Canadian Pacific and Allan lines chose St. John as the most desirable mail port for Canada in winter? Does it not further know that the C. P. R. officials have always maintained that they could give Canada a faster winter mail service via St. John than Halifax?

These questions being answered in the affirmative the issue at once ceases to be between St. John and Halifax, and assumes a national aspect. Does not Montreal want the fastest possible mail service? Is not the like true of Toronto, Winnipeg and Vancouver?

Again, the Intercolonial Railway is the property of the people of Canada. Will they consent to see its interests sacrificed for the benefit of the C. P. R., at the same time that a slower Atlantic mail service is being provided? Are they willing to consent to an increase in local rates on the I. C. R. to meet a deficit caused by concessions granted to the C. P. R.?

The question at issue is not between St. John and Halifax, except to the extent that Halifax may secure business at the expense of St. John. All Canada wants the fastest winter mail service, and the C. P. R. officials have said the fastest route is through the port of St. John. The Montreal Star's levity, therefore, is ill-timed.

Will the Borden Club change its name?

This is a good time for someone we know of to put his "back to the wall," and have it out with Mr. Borden.

Is Sir Thomas Shaughnessy or Mr. Gutelius the "master of the administration?"

If those grain conveyors are to be ready for use this winter it is time the work of construction was begun. They cannot be built in a day, and the season of bad weather is at hand.

Not what Mr. Hansen did when twenty of his constituents went to Ottawa with a prod, but what he will do now is the important question, so far as he is concerned.

If there are any apologists for Mr. Borden who regard it as a shrewd political move at this time to lecture the "longshoremen and express a fear that they will drive the steamships away from St. John, they may be reminded that it was not the longshoremen who switched the big C. P. R. and Allan mail steamships from St. John to Halifax.

Does Canada exist by the grace of any great railway company or do the great corporations exist by the grace of the people of Canada? The railway corporations of this country are rapidly increasing in power and influence, and it becomes more and more the duty of the people to see to it that they send to parliament representatives who regard the public interest as a first consideration, and the railway systems as business concerns which must be regulated in the public interest.

It is announced that the citizens of Calgary have approved a by-law to expend two hundred and fifty thousand dollars to erect a municipal factory building, in which space would be rented for new industries, and thus induce manufacturers with small capital to locate in Calgary. We are told that already applications have been received which would take up the entire building space, and that therefore from the outset the scheme would seem to promise excellent results.

## An Irish Bull

An Irishman was trying to lead a bull. He tied the rope to his wrist, and the bull took the lead. He took it with a vengeance. As the Irishman "as flying around a corner, a friend shouted: "Where are you going, Pat?" "I don't know," he replied. "Ask the of holding by-elections, in order that the

## BIRTHDAYS OF NOTABILITIES

MONDAY, OCTOBER 13

The Hon. W. J. Hanna, provincial secretary of Ontario and one of the most prominent public men in the province, was born in Middlesex county, Ont., fifty-one years ago today. He is a lawyer by profession, and has long practiced in Sarnia. He entered the legislature in 1902 and took office in 1905.

Hon. J. G. H. Bergeron, of Montreal, lawyer and legislator, who has sat in several dominion parliaments and was at one time deputy speaker of the House of Commons, was born at Rigaud, Que., in 1854.

Sir Hugh Montagu Allan, vice-chairman of the Allan Steamship Co., and one of Montreal's most prominent residents, is fifty-three years of age today.

Lt.-Col. John Carson, of Montreal, long identified with the insurance business, and latterly connected with mining development, was born in Montreal on Oct. 18, 1864.

## LIGHTER VEIN

Constant Effort Necessary

"This appears to be an age of unrest." "I know it. The minute one sits down to rest, one's neighbors are sure to do something that will enable them to get ahead."

## It Rarely Happens

"I never fail to help a brother in distress if I can do so as well as not." "Have you helped anybody recently?" "No. It beats the dickens how seldom one can give help as well as not."

## Letting Her Down Easy

"Before I engage in a business transaction of any kind I always take my wife into my confidence."

"Do you find her advice helpful?" "Not often, but it always lessens the shock to her when I'm trimmed, because she's had a chance to be expecting it."

## The Tight-Skirt Crisis

You're a very narrow skirt. Little girl. Are you sure it doesn't hurt. Little girl? That's a minding little stride. Where the street is wild and wide. Are you sure there's room inside. Little girl? What will happen if you slip. Little girl? Aren't you fearful it will rip. Little girl? You would better take a sack. So if anything should crack, it would serve you coming back. Little girl? Does your mamma know you're out. Little girl? We're afraid to go about. Little girl? If we met you in the sun. With your skirt so thinly spun. Why, we might all have to run. Little girl? Let the bottom out a bit. Little girl? It is much too tight a fit. Little girl? As the matter sadly stands, You'll be walking on your hands. And in that event, my lands!

"Clark W. McAdams, in the Kansas City Star."

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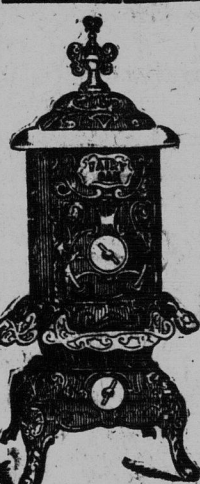
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## WHERE SERVICE IS HELD BUT TWICE A YEAR

A Visit to Lapland—Turkish Bath There a Novel Experience

(Times' Special Correspondence)

London, Oct. 8.—Frank Hedges Butler, one of the greatest travelers of that much-traveled body, the Royal Geographical Society, has just returned after a trip to the almost unknown parts of Lapland. In the course of his journey he had two novel experiences; he attended a service in a church which is thrown open on only two days in the year and he took the Lapland equivalent of a Turkish bath.

Speaking of his trip Mr. Butler, who by the way, is the head of the famous firm which has acted as wine agents for the English Royal family for more than a century, said:—

"I found myself eventually in the land of eternal snows in a region with an unpronounceable name which began with a 'K' followed by half a dozen 'R's'. Here I came upon a church in which the ordinary service is held once a year, at Easter. In July of each year a general wedding service is held and Lapp pairs living within a 200 mile radius who wish to be married come to the service.

I arrived at the church just in time to witness the affair. It was a picturesque ceremony. The brides (there were

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five of them) were attired in red, with red silk scarves and tassels, white shoes and fur gaiters. The church was crowded, but, in accordance with custom, accommodation was found at the end of the church for the remainder which had borne the brides to the church and also for their dogs. The latter followed the brides and bridegrooms up to the altar and sat behind them while the clergyman united them. All the brides were extremely pretty with the loveliest complexions I have ever seen.

"The Lapp, equivalent to a Turkish bath, is a novel and rather pleasant experience. You get into a low, rudely erected tent, open at the top. Inside the tent are half a dozen big stones raised about two feet from the ground under which a fire is lighted. When the stones

have become sufficiently heated, cold water is poured over them—just before you enter the tent—and the tent is thus filled with an intensely hot vapor. You stay in the tent about five minutes during which time you are whipped with light twigs by two Lapps; then you come out and roll in the snow, after which you dress as quickly as possible."

The statement that Miss Annie E. Merrill of Pittston, Me., has raised the tallest geranium in the country is disputed by Dr. W. H. Albright of Bellevue, O., who is exhibiting one geranium eighty-four inches in height and another which is seventy-six inches high. Neither is of the climbing variety. Miss Merrill's geranium was fifty-one inches high when reported.

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