

The Evening Times and Star

ST. JOHN, N. B., MAY 15, 1914.

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MORE HOPEFUL OUTLOOK.

The most encouraging feature of the report of the delegation to Ottawa is that which relates to the interview with Sir Thomas Shaughnessy. If the members of the delegation rightly interpreted the views of the president of the Canadian Pacific Railway Company, St. John has an excellent chance of getting all the big mail steamships next winter, if facilities are provided. Sir Thomas also gave the delegation the impression that his company was not eager for a renewal of the Guelph agreement.

Does this mean that if St. John can accommodate the Alsatian, the Canadian and the Empress next winter the Canadian Pacific will not seek a renewal of the Guelph agreement? If the members of the city council and board of trade are satisfied that it does, then it only remains to rush the work at West St. John and have the new berths ready at the beginning of the next winter port season. If the Canadian Pacific would be perfectly satisfied to handle its traffic at St. John, assuming that the facilities were provided, there would be no object in renewing the Guelph agreement, and there would be no anxiety on that score.

The really important thing to know is the feeling of the C. P. R. in relation to St. John. If it really desires to make St. John its Atlantic port, in fact as well as in name, then the city should bend every energy to see that ample facilities are provided. The government could not object to the use of this port by the company when its part was in the interests of the trade of Canada. If the delegation to Montreal has rightly interpreted the statements of Sir Thomas Shaughnessy the matter can be settled without any further appeals to Ottawa, except so far as that may be necessary to ensure the complete equipment of the new steamship berths for next winter's business. If Sir Thomas had been non-committal as the government, it would have been necessary to continue the fight at Ottawa; but if, as the delegates appear to think, the whole matter is merely one of providing more facilities at West St. John, the Guelph agreement need no longer be a source of worry.

Every citizen will hope that this is the case, and that the facilities which Sir Thomas Shaughnessy declares to be so greatly needed will be provided in ample time. Continued vigilance, however, is the city's best safeguard.

CONSERVATIVES PROTEST

Following the very able speech of Mr. Nickle, the Conservative member for Kingston, in condemnation of the Canadian Northern Railway deal, Mr. R. B. Bennett, another Conservative, was even more vigorous yesterday in his denunciation of a deal which as Hon. Frank Oliver tersely said, "changes a preferred credit for a junior partnership in a defaulting enterprise."

The Standard's Ottawa correspondent this morning endeavors to break the force of Mr. Bennett's attack by insinuating that he is disappointed because he failed to get a portfolio, and that this is "probably the chief reason for his opposition to the government." It is not necessary to point out that insinuations of this sort concerning a man who has heretofore received the highest praise from the Tory press will not break the force of his arguments against the C. N. R. deal. Mr. Bennett in the course of his speech declared that the student of history and of the operations of MacKenzie & Mann from their beginning, "will find nothing but one long, sickening trail of parliamentary corruption, of lobbying, of degradation of parliamentary institutions, of the lowering of the whole morale of public life, and the degrading of such standards as those by which it should truly and properly be measured."

Mr. Bennett insists that parliament should make a complete and thorough investigation under oath of the physical assets of the Canadian Northern system, and of the past and present financial operations of MacKenzie & Mann; and that in the meantime the government should take over the road and continue construction as necessary. To prove the need of an investigation Mr. Bennett pointed out the absolute contradictions between the company's own reports for the benefit of investors and the information brought down by the government. Either one or the other, he declares, is false. He pointed out that MacKenzie & Mann, reputed to be two of the richest men in Canada, were not pledging a dollar of their own wealth. They should be eliminated from this road, and it should be operated under government receivership until the government determined whether or not to take it over.

This arraignment of the government's policy by a Conservative, who is conceded by the Conservatives themselves to be one of their ablest men, following as it did the very striking speech of Mr. Nickle, must make a deep impression upon the country; and it justifies the determined opposition of the Liberal party to the proposed deal, which if consummated would further enrich MacKenzie & Mann at the expense of the people of Canada. Mr. Bennett charged that MacKenzie & Mann had brought the Canadian Northern system into

practical bankruptcy, had deceived the public from the first, had preyed upon the country's resources, had by devious means amassed immense personal wealth at the expense of the enterprise, and now wanted the people once more to pay their debts. Such an arraignment by a man who has spent months in the study of the methods of financing adopted by MacKenzie & Mann cannot be lightly passed over by the people of this country. In one striking sentence he described these two men as "the greatest exploiters whom any country had known, who conceived the scheme of building a transcontinental line and getting the people to pay for it." Will they be able to get the people to continue to pay for it? Mr. Borden says yes. Will parliament support Mr. Borden, or will it endorse Mr. Bennett's demand for an investigation and a temporary receivership?

WATER POWERS.

Premier Murray of Nova Scotia announced in the legislature this week that his government had decided to adopt a policy to conserve the water powers of the province, and a bill has been prepared providing for a commission to deal with the whole question in the public interest. The new body is to be called the Water Power Commission, and its duties will be to devise rules respecting the preservation and management of the water powers of Nova Scotia. An engineer has prepared a report for the government, and suggests among other things that before anyone is permitted to develop a water power on any stream or river the plans and full information should be submitted to the Water Power Commission for its approval. These plans must include a map of the water shed area drained by the river, a description of lands effected, plans of the development works, a statement of the amount of water to be used, and the power to be developed; and a statement of the financial plans of the applicant. There are other important recommendations in the report, including one to the effect that the board should have full control of rates for power and light, and should also assure itself that applicants for authority to develop water power were financially capable of carrying out the work. The rights of lumbermen would be safeguarded under the proposed legislation. From a summary given in the Halifax papers it would appear that the proposed legislation will be of great value to the province of Nova Scotia.

Commissioner Potts has been getting some information about street paving in Montreal. As much as possible of the work done on St. John streets this year should be of a permanent and not of a patchwork character. The policy so well carried out last year should be continued, and if it is possible to conduct the work on a larger scale so much the better. St. John needs more street surface of a permanent nature and it is much better to make the necessary expenditure for permanent work than to waste money year after year in repeated patch-work.

The citizens who are fond of baseball, and they are in the majority, have been hoping that the Maritime League would materialize, so that the lovers of the game might be able to enjoy it as usual on Saturday afternoons and some other afternoons in the week. The promoters of the league in this city have spent money freely in the endeavor to arrange matters, and have made liberal concessions to meet the wishes of the management in the other provincial towns. It will not be their fault if the deal falls through, and the game as played by professionals is not to be seen on the St. John diamond this year. With no baseball the North End on Saturdays would not be quite itself, and the hope is still entertained that the league will be formed.

The Maritime Dredging & Construction Company say that the two new berths at West St. John can be made ready by December 1st. Mr. Manning W. Doherty says that the sites for the sheds will be ready by the middle of August, and if the contracts are awarded the work of construction of the sheds may be begun by that time. This being so, the two wharves should be available for use next winter, and it should be possible to give the accommodation to the big steamships which Sir Thomas Shaughnessy says should be provided. It should be seen to that the contracts for these new berths are let in ample time, so that the necessary material may be on hand and the work pushed forward with the utmost vigor. It would be refreshing to have one large contract completed with no cause for complaint on the score of unnecessary delay.

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BIRTHDAYS OF NOTABILITIES

FRIDAY, MAY 15.
Angus MacMurphy, K. C., C. P. R. solicitor, Toronto, celebrates his fifty-fourth birthday on this date.

Dr. Archibald MacMurphy, rector of the Toronto Grammar School, is one of the most widely known lawyers in Canada. On being called to the bar in 1885, he entered the office of the late Hon. R. M. Wells, then C. P. R. solicitor, and in 1900 succeeded him in that position. As an authority on railway law he has few equals in Canada. For several years he has been editor of "Canadian Railway Cases." He takes a keen interest in imperial affairs, has traveled extensively and is well read on many topics, especially Canadian history. To him must also be accorded credit for assisting to establish the penny bank and inculcating habits of thrift in the school children of the country.

CHURCH AND STATE.



A Mongol prince and a High Lama. The prince wears the Chinese emblem of a mandarin; the peacock's feather in his hat.

SANG TO STAY PANIC.

Mme. Schumann-Heink Prevented Disaster at Concert.

Chicago, May 15.—Mme. Schumann-Heink, by a commendable display of coolness, prevented a panic at a concert in St. Joseph's Tabernacle, Clinton Harbor, Michigan. She was singing the Rosary when, following a terrific peal of thunder and continued flashes of lightning the lights went out, leaving in complete darkness 2,500 persons, many panicky. Realizing the situation, Madame Schumann-Heink continued to sing and the fears of the audience had been dispelled when the lights had been flashed on again.

Missing a train which would take him to Quitman, Ga., where he was to preach, Rev. A. M. Rick walked the seventeen miles. He arrived ten minutes late, and no one knew that he had walked until after the service.

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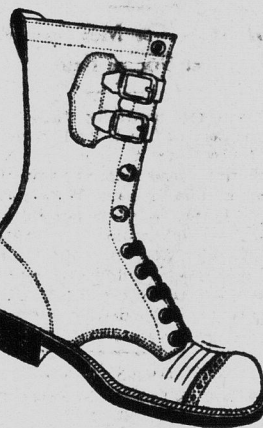
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