

## The Evening Times and Star

ST. JOHN, N. B., OCTOBER 29, 1913.

The St. John Evening Times is printed at 27 and 29 Canterbury Street every evening (Sundays excepted) by the St. John Times Printing and Publishing Co., Ltd., a company incorporated under the Joint Stock Companies Act.

Telephone—Private branch exchange connecting all departments, Main 2117.

Subscription prices—Delivered by carrier \$2.00 per year, by mail \$2.50 per year in advance.

The Times has the largest afternoon circulation in the Maritime Provinces.

Special Representatives—Frank H. Northrup, Brunswick Building, New York; Advertising Building, Chicago.

British and European representatives—The Clougher Publishing Syndicate, Grand Trunk Building, Trafalgar Square, England, where copies of this journal may be seen and to which subscribers intending to visit England may have their mail addressed.

Authorized Agents—The following agents are authorized to canvass and collect for The Evening Times: H. Cecil Lynd, S. E. Smith, Miss Helen W. Hallett, and J. E. Cogswell.

## BORDEN STANDS ALONE

The news came yesterday that New Zealand had decided to follow the example of Australia. It will build a New Zealand navy and discontinue the policy of tribute.

New Zealand has been referred to with great joy by Tory newspapers as an example for Canada, while attempts have been made to show that the Australian policy of building a local navy is ruinous and likely to be abandoned by that Commonwealth. The very opposite has happened. Australia is more and more confirmed in the wisdom of her policy of building a navy of her own, and now New Zealand has followed suit.

Mr. Borden therefore stands alone as the advocate of a humiliating policy of tribute. The policy adopted by Sir Wilfrid Laurier, and heartily endorsed in 1909 by Mr. Borden and his followers, is the right policy for this country, and one which the country would now have been carrying out but for Mr. Borden's disgraceful surrender to the Nationalists of Quebec.

But for this surrender, Cammell, Laird & Company would now have great shipyards in process of erection at St. John, and this port would have become beyond question the centre of a great ship-building industry.

The longer Mr. Borden postpones the appeal to the people, which the senate has demanded before the navy bill is adopted, the more overwhelming will be the defeat of his un-Canadian and un-British policy of tribute.

It is really worth while to take note of the fact that Mr. Hazen was St. John's representative in the government when the deposit of \$100,000 was handed back to Cammell, Laird & Company, and St. John deprived of a great shipbuilding industry; also that it was when Mr. Hazen was St. John's representative in the government that the mail steamships were switched from St. John for the benefit of Halifax, inflicting enormous loss upon this city. If Mr. Hazen had been an alert and determined upholder of the rights of St. John this city would have got the shipyards and would not have lost the mail steamships.

## WHERE ARE THEY NOW?

This is the 29th of October. On the 9th of October a delegation from St. John asked the government in Ottawa for a statement of details of the agreement between the C. P. R. and the I. C. R., which led the former to carry the traffic of the big mail steamships past St. John to Halifax.

That information has not yet been received. So far as known, not even a copy of the brief memorandum shown to the delegation in Ottawa has been sent down.

The Standard informs us this morning that when Secretary Hoag of the board of trade has secured a list of traffic experts, a meeting of the council of the board of trade will be called to discuss the question of an expert. Secretary Hoag meantime has been in Moncton attending some sort of publicity convention.

In seventeen days more the winter steamship season will have begun and protests will be useless.

Where are the booster committees, and the advocates of forward movements, and better city government and a re-organized board of trade?

## IT IS NOT POLITICAL

The Liberal press has been accused of playing the game of politics in this matter of the mail steamships. A little consideration shows the folly of such an assertion. From the political standpoint nothing could be more useful to the Liberals than to have the interests of St. John sacrificed while the Conservatives were in power. The Liberal press, however, is protesting against such a sacrifice, and is insisting that Mr. Hazen should not permit the injury to be done to his constituency. Necessarily, in demanding redress of the wrong inflicted upon this city, reference must be made to Mr. Hazen and Mr. Borden, as the only men who can prevent that injury. It is useless to appeal to the C. P. R., and of no service whatever to denounce the C. P. R., unless we accept what appears to be the view of some Conservatives that the C. P. R. is the master of the Borden administration, in which case, of course, the appeal would have to be made to the company. The Liberal press has not, however, assumed that Mr. Hazen and Mr. Borden are powerless, but has taken the ground that they can prevent the injustice to St. John.

## FORT HOWE PARK

The New Brunswick Historical Society has heartily commended the plan, which was first suggested by Hon. William Fuglestad, of having Fort Howe converted into a public park. The citizens generally will heartily approve of the plan, and will endorse the action of the government, if under the direction of the dominion commissioner of parks and playgrounds action be taken to preserve this historic spot as a park in the midst of the city. For in the years to

come the city will grow all round it, and extend far behind the hill as well as in front and on either side. Other bodies should follow the example of the Historical Society, and adopt similar resolutions, sending them forward to the dominion commissioner of parks and playgrounds, who has already had some correspondence concerning the matter with Miss Mabel Peters, president of the Playgrounds Association. He unquestionably would commend the proposal if he were assured it was approved by popular sentiment.

## ST. JOHN AND HALIFAX

The Halifax Echo complacently says: "The port of St. John is admirably adapted for certain classes of Trans-Atlantic business, but in the matter of a fast service and with a clear field ahead, and no favor shown, it cannot hope to keep in the race with Halifax."

The answer to this assertion is that when the C. P. R. had the opportunity to make a choice, it chose the port of St. John for the mail steamships, and its officials have declared that this was the fastest route. The thing that has happened, to take the mail steamships away from St. John to Halifax, is the iniquitous agreement made by the government railway to haul C. P. R. traffic between St. John and Halifax at rates so low that it pays the C. P. R. to abandon what Sir Thomas Shaughnessy has declared to be its "natural port." Let us have a fair test of St. John as a mail port. That is not asking too much.

## PROFITABLE GARDENING

The miners in Cape Breton are finding out that it pays them to do a little gardening for their own benefit. The Glace Bay Gazette says that some of the local gardeners and workmen of the Dominion Coal Company, who have plots of land about their homes, would like the provincial government to send an instructor to give them lessons in scientific farming and poultry raising. There are now night schools in the mining towns, and additional classes might be formed to take up these special subjects. It is said that, as a result of the increasing cost of living, more and more of the people around the mines are cultivating gardens and raising their own vegetables and poultry. What some of the workers in Cape Breton are endeavoring to do might well be considered by working people in every city and town. For example, there is a fine opportunity in the neighborhood of St. John for working people to get homes with sufficient land around the houses to make valuable garden plots. When the street railway lines have been extended, as they should be, in various directions out of the city, there will undoubtedly be a movement to establish homes in the suburbs, where a well kept garden would have a substantial effect in reducing the cost of living.

Already Conservatives in this city are beginning to speculate as to the particular office to which Mr. Hazen will retire, rather than face the electors again.

Officials of the Canadian Pacific have been in Halifax, going on with their preparations for handling the mail steamships at that port. Evidently they are quite satisfied Mr. Borden will not veto the Gutelius agreement.

The Canadian consumer is beginning to feel the effect of the new American tariff. He is compelled to pay more for several staple lines of Canadian produce. He gets no compensating advantage, however, by any reduction in the Canadian tariff, such as he would have got under reciprocity.

The Montreal Mail (independent) points out that the development of maritime province ports is a sequel to the railway policy of the Laurier government. The Mail also commends the maritime provinces for their watchfulness of their interests in the past, and adds that watchfulness is still required. "Hands off the Intercolonial" should, says the Mail, be as potent a cry as ever in these places by the sea.

The Associated Charities is to be commended for directing public attention to methods of improving social conditions, and thus lessening the need for work by charitable organizations. At its annual meeting, tomorrow evening, resolutions will be presented relating to a prison or municipal farm, a wider use of school buildings, and better protection for children, especially young girls, who are found in far too great numbers unattended on the streets at night. These are matters of great importance, and ministers and all who are engaged in any way in work for moral and social reform should be interested in the discussion.

"The Bizarre Princess," an opera written by the ex-Crown Princess Louise of Saxony and her husband, the pianist Toselli, was given its first production at the National Theatre, Rome. Critics pronounce the work mediocre.

The government of New South Wales has placed orders for eighty new locomotives for the state railways.

## BIRTHDAYS OF NOTABILITIES

WEDNESDAY, OCTOBER 29  
This is the fifty-eighth birthday of the Most Reverend Louis Joseph Paul Napoléon Bruchési, Archbishop of Montreal. He is a native of Montreal. He succeeded the late Mgr. Fabre as archbishop in 1897 and is regarded as one of the strong men of the Catholic Church.

The Hon. C. R. Devlin, minister of colonization, mines and fisheries in the Quebec government, was born in Aylmer, P. Q., on Oct. 29, 1858. He was for some years engaged in mercantile and newspaper pursuits and entered parliament in 1891. He has also sat in the British House of Commons.

The Hon. R. A. Pyno, minister of education for Ontario, was born in Newmarket, Ont., fifty-eight years ago today.

Hon. Matthew Hutchinson of Sherbrooke, puisne judge of the Supreme Court of Quebec, was born in Halifax County, Nova Scotia, on Oct. 29, 1842.

Hon. Joseph Lavergne, puisne judge of the Court of King's Bench, Province of Quebec, was born in St. Pierre, Montmagny, P. Q., on Oct. 29, 1847.

Hon. Ezekiel McLeod, puisne judge of the Supreme Court of New Brunswick since 1896, was born in Cardwell, N. B., seventy-three years ago today.

## LIGHTER VEIN

He Found Out  
Mr. Pinchpenny had a habit of getting professional services free whenever he needed them by working some sort of a dodge or other. Not long ago he met his doctor on the street.

"Dr. Goodfellow," he said, "I know a man who is suffering agonies from neuralgia. At times it is so bad he simply howls with the pain. What would you do in that case?"

"Well I don't know," was the doctor's prompt reply. "I suppose I should howl with pain too."

When Knights Were Bold  
Wife (dreadfully)—Ah, me! The days of chivalry are passed.

Husband—What is the matter now? Wife—Sir Walter Raleigh laid his cloak on the ground for Queen Elizabeth to walk over, but you get angry simply because poor, dear mother sat down on your hat.

Pater (to indolent son)—Why don't you go to work? You have attained your majority.  
Son—Yes, dad, but mine isn't a working majority.

Autist—I haven't paid a penny for repairs on my machinery all the ten months I've had it.  
Friend—So the man who did the repairs told me.

Mrs. Newwed—Men are too mean for anything.  
Her Friend—What's the trouble now?

Mrs. Newwed—When I told John that I would so much like if I had a motor, he said that I must content myself with the splendid carriage that nature has given me.

A young and inexperienced wife was relating to her mother the latest exploit of her wicked husband.

"Why, only yesterday he threw a cake at me, and I had made myself, too."  
"O! merciful heavens!" exclaimed the mother. "He might have killed you."

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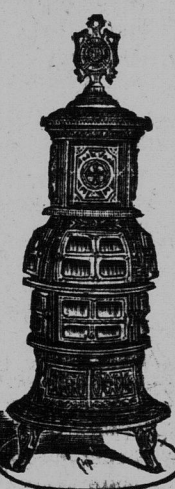
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