

THE EVENING TIMES AND STAR, ST. JOHN, N. B., TUESDAY, OCTOBER 7, 1913

The Evening Times and Star

ST. JOHN, N. B., OCTOBER 7, 1913.

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ST. JOHN AROUSED

There was no mistaking the temper of last night's meeting in the old Nickel. It was not a mass meeting called by the board of trade, but a mass meeting which called itself. Those who believed that the board of trade rooms would be large enough to hold all who desired to discuss the question found it necessary to adjourn to the big theatre, which was quickly crowded by men of all classes and of both political parties, ready to cheer any speaker who rose to assert the claim of St. John in this matter of the withdrawal of the mail steamships. Political lines were obliterated, and the meeting was a spontaneous expression of the views of a united city upon a matter of vital importance to its welfare.

It was no light matter for men like Senators Thorne and Daniel, and Messrs. Pidgeon, Baxter, Tilley, Lockhart and Wilson to stand upon the platform and make statements which showed them to be at variance with the leader of their party in the Dominion. They did it, however, with emphasis and without reserve, and the storm of applause which greeted the fighting speech of Mr. Pidgeon showed that the great audience were in no mood for platitudes or apologies, or such mental pabulum as the Standard had been serving up to its indignant readers during the past few days.

In his fight for the rights of his constituency, which it is assumed he will now make, Mr. Hazen will be backed by the whole citizenship. When he was elected to parliament, to take a seat in the Borden cabinet, he was not opposed in this constituency. He is the representative of Conservatives and of Liberals. However much the Liberals may differ from the Conservatives in regard to political questions generally, there is no difference when an attack is made upon St. John, and the city is threatened with such a blow as the withdrawal of the big steamships from this port.

Not for very many years has public sentiment in St. John been so aroused over any question as over this action of the government in granting special concessions to the Canadian Pacific Railway at the expense of the people of Canada, to enable Halifax to secure something to which that city is not fairly entitled. There have been indignation meetings in the past, but never such a spontaneous outburst of public sentiment as that which last evening forced the board of trade to abandon its own programme, engage the big theatre, and give an opportunity to the citizens at large to take a part in the stern protest against the action of the government.

The not yet wholly repentant Standard says the people are indignant at the action of the C. P. R. in this matter. It is needless to point out to any intelligent citizen that the government at Ottawa and not the C. P. R. is the responsible party. Several speakers last evening pointed out very clearly that when the open door policy was adopted, the C. P. R. chose St. John, and it could not and would not thereafter choose Halifax without such concessions from the Borden government as would make the change profitable. The fight is not at this moment against the C. P. R., but against the leader of the government, and, if he is backed by his cabinet, then it is a fight against the whole government. And, as Mr. Baxter pointed out, if it must come to that there will be a big split in the Conservative ranks.

So far as members of the Liberal party are concerned, they fully appreciate the natural hesitation of leading Conservatives to assume an attitude which would embarrass their representative in the government, and accord them full credit for having placed the claim of the city above the claims of party in this crisis in the city's affairs.

The Liberals felt it was most fitting that the resolutions last evening should be moved and seconded by Conservatives, in order that the government and the country at large might be assured there is no politics in this outburst of public feeling. Hon. Wm. Pugsley felt that the interests of the city would be best served if he were not present at the meeting, but he sent a brief letter, which was heartily applauded, and the suggestion which he made, that a large and influential delegation be sent to Ottawa, was adopted.

The clause in one of the resolutions which called upon Mr. Hazen to resign

if he should fail to secure justice for St. John was withdrawn, but it was made perfectly clear that even Mr. Hazen's warmest friends felt that if justice were not done to St. John, no other course would be open for their representative but to tender to Mr. Borden his resignation.

The battle is now on. Mr. Borden has done an injustice to the port of St. John, and unless the wrong is righted he will have brought about his head such a storm as will not easily be quelled. All along the line of the Intercolonial Railway the people are asking, and they will ask with increasing insistence, if the local rates on that railway have been raised on their goods in order to meet the deficit which would be caused by hauling through trains for the Canadian Pacific Railway Company to and from Halifax.

If the Empress steamers had been permitted to come to St. John, even if the Albatross and Calgarion had not come, there would have been no serious protest on the part of St. John people. They would have been content, for the coming winter at least, with an opportunity to compete with Halifax on even terms as a mail port. It was, however, decided to send both the C. P. R. and Allan mail boats to St. John, which shows that this was regarded as the best mail port. The whole country, which owns the Intercolonial Railway, has a right to join St. John in asking Mr. Borden if he proposes to put a tax upon the whole country in connection with the Intercolonial Railway, for the benefit of the C. P. R. and the port of Halifax. Of course the heaviest tax will fall upon the local patrons of the Intercolonial Railway, who must pay increased local rates, but the whole country is interested, and should join with St. John in a protest against the action of Mr. Borden.

IN CHATEAUGUAY

The campaign in the federal election in Chateauguay is being conducted with great vigor, although members of the Borden government have as yet taken no active part. The Hon. Robert Rogers is conducting the campaign for the government candidate in his usual manner, and they tell of the subsidizing or purchase of the literary stables in one town in order to prevent the Liberals from getting carriages for speakers or for any other purpose during the contest. The government candidate pleads that he should be elected because he is a native of the constituency and also holds the patronage. He is not as able a debater as Hon. Mr. Fisher, and, as they have been holding joint meetings, he appears to poor advantage compared with the Liberal candidate. However, the Conservative-National party does not rely upon eloquence or argument to win victories. Hon. Robert Rogers thinks he knows a better way, and there can be no doubt whatever that every device known to the seasoned politician from Manitoba will be used to snatch a victory if possible in Chateauguay. Hon. Mr. Fisher is putting up a great fight, and his masterly presentation of the naval question and the trade question cannot be successfully answered by his opponents. If they win, it must be by the Rogers method, which takes no account of logic, or of what may be for the best interests of the country. A vigorous effort is being made to arouse prejudice against Mr. Fisher because he is not a native of the constituency, but such a plea should have little effect against a man who has had thirty-five years of political life, and has proved himself to be not only an able but a very broad-minded man.

Sir Wilfrid Laurier will make two speeches in the constituency during the campaign, which closes next Saturday. Sir Wilfrid will speak at Ormstown on Wednesday and St. Martin on Thursday.

One cannot help asking why Mr. Hazen was not told and was not aware of the blow aimed at his constituency.

Even at the eleventh hour the Times welcomes the Standard to the ranks of those who believe St. John should be first and party second. The lesson may have been severe, and its effect may not be lasting, but it is good while it does last.

The Standard cannot refrain from certain ungracious remarks about the Liberals, but the latter none the less cheerfully welcome the support of the Standard in their fight for the rights of St. John. Naturally the Standard is a little ashamed over its repudiation by the leaders of its party, and somewhat ill-tempered as well.

An Ottawa despatch to the Times says that Mr. Hazen was today in conference with Premier Borden preparing a case to meet the arguments of St. John, and that it is not expected that any substantial concession will be given as a result of St. John's protest. If this is correct, there is a rod in the pickle for Mr. Hazen and Mr. Borden.

BIRTHDAYS OF NOTABILITIES

TUESDAY, OCTOBER 7

The Hon. William McDonald, senator from Cape Breton, is seventy-six years of age today. He was for some years engaged in mercantile life, sat in the House of Commons for twelve years and was called to the senate in 1904.

David Pottinger, who recently resigned from the board of management of the Intercolonial Railway, is seventy years of age today. He was born in Pictou, N. S., and entering railway life as clerk in the freight office of the Nova Scotia Railway in 1886. He became general manager of the Canadian Government Railways in 1902.

C. E. Tanner, M. P. P., leader of the Conservative opposition in the Nova Scotia Legislature, was born in Pictou, N. S., on Oct. 7, 1857. He is a barrister by profession and practices in his native town.

LIGHTER VEIL

There Are Others.

The world's a stage,
Yet, even so,
Don't try to be
The entire show.

Anything to Quiet Him.

"Baby cried this morning for an hour."
"Why didn't you give it to him?"

She Refused to Lie.

Boreleigh (making a call)—Is Miss Robins at home?
Maid—Physically, sir, she is, but in the other sense she ain't.

Talks Too Much.

Mrs. Gabbeigh—My husband treats me abominably. Why, he's kinder to dumb animals than he is to me.
Mrs. Blunt—Perhaps their name suggests the reason.

Museum Officer—"Each visitor must deposit his cane or umbrella."
Visitor (impudently)—"But I haven't any!"
Officer—"Well, it's the rule. If you have none, you must go and get one."

A doctor attended an old lady who had caught a severe cold. "Did your teeth chatter when you felt the chill coming over you?" asked the doctor. "I diana lens, doctor, they were lying on the table," was the pleasant reply.

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"Why, my dear man," began the doctor, "I see four empty wine bottles standing there, and yet I only gave you permission to drink one bottle." "Is that so, doctor?" replied the patient, "I must have made a mistake in counting."

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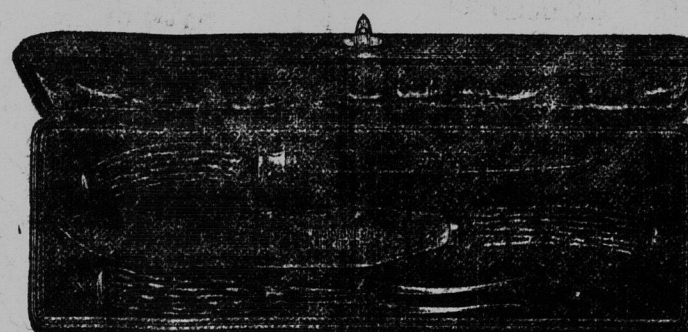
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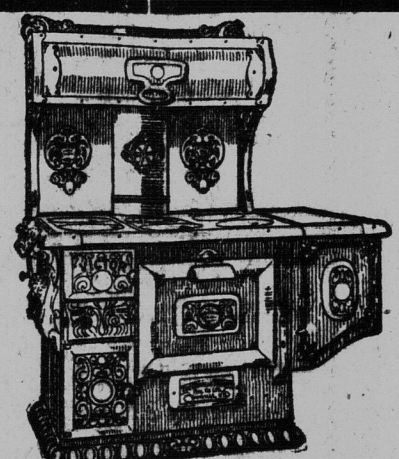


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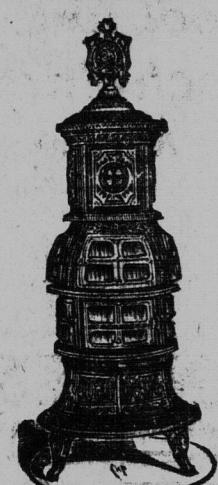
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DOUBLE-TRACK L. C. R. FOR BENEFIT OF C. P. R.?

Ottawa, Oct. 6.—The arrangement between the government and the C. P. R. for running rights over the Intercolonial to Halifax may be announced within the next few days. Probably Moncton will be authorized to make the announcement as there is much reluctance on the part of the authorities to have it made from Ottawa.

The Canadian Pacific official who Sir Thomas Shannessy brought to Ottawa to look after the details of the contract was "Lord" Harris, who was at one time traffic manager of the Intercolonial. It will be remembered that when on the Intercolonial Mr. Harris suddenly raised the rates on the government railways and brought forth such a storm of protests from maritime province shippers that he was retired from the service of the Intercolonial, and the rates were restored.

It is understood that one of the conditions which has been agreed to is that the work of double-tracking the Intercolonial from Moncton to Halifax and reducing the grades between those points will be expedited, so that the trains hauling export cargo to the deep water terminals at Halifax may be run at as low cost as possible. In this way the future of the business will be assured in spite of the longer haul.

A good deal of interest is being manifested here in the steamship situation between St. John and Halifax.

"Why, my dear man," began the doctor, "I see four empty wine bottles standing there, and yet I only gave you permission to drink one bottle." "Is that so, doctor?" replied the patient, "I must have made a mistake in counting."

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