ORM
EW YORK

vo Killed and Many Injured

eets Flooded and Subway Traffic Tied Up

rly 3 1-2 Inches of Rain ell in Two Hours—Lighting Struck Elevated Train nd Several Buildings—Deluge Put Out the Fires tarted—Jersey Towns Almost Inundated.

w York, Oct. 1—A rainstorm that ed almost cloudburst proportions nded on New York this afternoon, lishing a record precipitation that ed streets, tied up the subway, ered surface and elevated traffic e city and suburbs for several , and caused property loss that can ely be estimated tonight.

o persons were killed and several ed. Four men were buried in a cave-in and were rescued alive. ning played above the city and k an elevated trian and several ings, setting fires which the deluge guished. Incoming trains from all tions were delayed, some of them al hours, as cuts and tunnels reled rivers within canyons.

thin the city the traffic congestion such that the resources of the it companies and the ability of the e to handle the crowds were severeaxed. Brooklyn Bridge saw the test traffic rush in its history. It late tonight before transportation ials announced resumption of normal ic.

ark Streets Inundated.

here was little wind here, but along New Jersey coast there was a gale ing fifty miles an hour. Rain led the Passaic river nearly to its ious record high water mark, and streets of Newark were inundated -lying Jersey meadows became ingly part of the river.

New York, the weather bureau, blished in 1871, recorded a new figure e amount of rain fall for two hours, 3.32 inches descended. Within oximately twelve hours ending about clock tonight 4.86 inches fell.

homas H. Walsh, a train despatcher, ng a pumping gang in the stab- slipped and fell on the third rail was killed. The other victim durthe storm was Patrolman Hugh e, of Jersey City, electr ocuted at street call box, which had become ed with electricity by crossed

0,000 FIRE IN LONDONDERRY, NOVA SCOTIA

verley Hotel and Outbuildings Destroyed, Also Store welling—Royal Bank Damged.

uro, N. S., Oct. 1—Fire today de- ed the Waverly hotel, travelers' le rooms, attached to the hotel, ics e, livery stable in the rear of the ; fuel sheds, poultry houses con- d with the hotel; a large store and ling combined, and a small cottage e rear of the Royal Bank, all situ- In the midst of Londonderry's best ness block.

e fire started in a building owned occupied by David Phillips. The has no fire fighting appliance, and o was called upon for assistance Stewart, of the Truro fire department, with fifteen men and a chemical e, left on a special train for the They arrived in time to check progress of the fire at the Royal branch. The loss to the bank erty is about $1,000.

e total loss is about $10,000, partly ed by insurance. The house was d at $6,000.

hen the Royal Bank was threatened, nanager removed all the papers, etc., could not be placed in the vaults, had them safely stored.

VELVE-YEAR-OLD GIRL KILLED WHILE HUNTING

ulton, Me., Oct. 1—A twelve-year- child died here today as the result he accidental discharge of a rifle in the woods at Weeksboro (Me.) rday. The young girl with her two r brothers was shooting at the time e accident when the gun became ed. In the brother's endeavor to e rifle, he accidentally pulled the er, the bullet entering the brain of oung sister.

eves are undeniably fuller.

The Semi-Weekly Telegraph and The News

VOL. LIII. ST. JOHN, N. B., WEDNESDAY OCTOBER 8, 1913 NO 7

RESOLUTE CITIZENS IN GREAT MASS MEETING DEMAND JUSTICE FOR ST. JOHN FROM HAZEN AND THE BORDEN GOVERNMENT

Denounce Granting of Concessions Over I. C. R. to Divert Steamers From This Port---Ringing Cheers Greet Conservative and Liberal Speakers Who Hand Out Plain Talk to Premier Borden, Mr. Hazen and the C. P. R.---Some Warm Utterances---Conservative Party Will Split Unless Wrong is Righted ---Big Delegation Leaves for Ottawa.

Tuesday, Oct. 7.

AT A GREAT MASS MEETING OF EARNEST AND RESOLUTE CITIZENS LAST EVENING IN THE NICKEL THEATRE TO PROTEST AGAINST THE GROSS INJUSTICE OF DIVERTING THE MAIL STEAMERS FROM ST. JOHN BY CONCESSIONS FROM THE GOVERNMENT RAILWAY THE FOLLOWING RESOLUTIONS WERE PASSED UNANIMOUSLY AMID CHEERING THAT HAD IN IT THE RING OF AN AROUSED, INDIGNANT AND DETERMINED CITIZENSHIP:

"WHEREAS THE BOARD RECENTLY LEARNED WITH PLEASURE OF THE DECISION OF THE DOMINION GOVERNMENT TO DELIVER MAILS TO THE STEAMSHIPS EITHER AT ST. JOHN OR HALIFAX, AS MIGHT BE SELECTED BY THE COMPANIES INTERESTED IN THE MAIL CONTRACTS, AND FELT THAT BY THE ADOPTION OF THIS POLICY THE CITY OF ST. JOHN WOULD RECEIVE FAIR AND ADEQUATE TREATMENT UPON ITS MERITS AS A PORT; AND

"WHEREAS MORE RECENTLY THE CITY WAS GRATIFIED BY THE ANNOUNCEMENT THAT IN THE PUBLISHED LIST OF THE SAILINGS OF THAT LINE OF THE CANADIAN PACIFIC RAILWAY INTENDED TO MAKE ST. JOHN ITS ONLY PORT OF ARRIVAL AND DEPARTURE; AND

"WHEREAS TO THE GREAT DISAPPOINTMENT OF THE PEOPLE OF THIS CITY IT NOW APPEARS THAT NEITHER THE EMPRESSES, OF THE CANADIAN PACIFIC STEAMSHIP LINES, NOR THE ALSATIAN NOR CALGARIAN, OF THE ALLAN LINE, WILL USE THE PORT OF ST. JOHN DURING THE COMING WINTER; AND

"WHEREAS IT APPEARS TO THIS BOARD THAT THIS CHANGE ON THE PART OF THE COMPANIES HAS NOT BEEN EFFECTED WITHOUT THE AID OF SPECIALLY FAVORABLE ARRANGEMENTS WITH THE INTERCOLONIAL RAILWAY FOR CARRYING THE CARGOES OF THE MAIL STEAMERS PAST THE PORT OF ST. JOHN TO THAT OF HALIFAX;

"THEREFORE RESOLVED THAT, IN THE OPINION OF THIS BOARD OF TRADE AND THE PEOPLE OF ST. JOHN, IT IS IMPERATIVLY NECESSARY IN JUSTICE TO THE PORT OF ST. JOHN THAT THE OPEN DOOR WHICH THE GOVERNMENT OFFERED SHALL BE AN OPEN DOOR IN FACT AS WELL AS IN NAME AND THAT ANY SPECIAL CONSIDERATIONS WHICH MAY HAVE BEEN MADE DISCRIMINATING AGAINST THE PORT OF ST. JOHN SHALL AT ONCE BE WITHDRAWN; AND

"FURTHER RESOLVED THAT THE HON. J. D. HAZEN BE REQUESTED TO EXERT EVERY POSSIBLE EFFORT TO OBTAIN JUSTICE FOR THE PORT OF ST. JOHN."

This resolution, moved by Senator W. H. Thorne and seconded by Senator J. W. Daniel, was adopted unanimously.

"RESOLVED, THAT A DELEGATION OF TWENTY OF THE MOST PROMINENT CITIZENS OF ST. JOHN, IRRESPECTIVE OF POLITICS, BE SELECTED BY THIS MEETING TO PROCEED FORTHWITH TO OTTAWA AND TO DEMAND FROM THE GOVERNMENT THAT NO DISCRIMINATION BE SHOWN AGAINST ST. JOHN, AND THAT NONE BUT THE REGULAR PASSENGER AND FREIGHT RATES BE GRANTED BY THE I. C. R. TO THEC. P. R.

"THAT OUR OWN REPRESENTATIVE IN PARLIAMENT BE ASKED TO SHOW THAT HE IS WILLING TO STAND SHOULDER TO SHOULDER WITH THE CITIZENS OF ST. JOHN IN MAINTAINING THEIR RIGHTS AND DEMANDING THAT JUSTICE BE DONE TO ST. JOHN; AND THAT,

"FAILING A SUCCESSFUL RESULT, HE BE REQUESTED TO TENDER HIS RESIGNATION AS A MEMBER OF THE GOVERNMENT."

This resolution as an addition to the first was moved by D. F. Pidgeon and seconded by W. J. Brown, but was withdrawn at the suggestion of J. B. M. Baxter, K. C., and Senator Thorne and at the request of the chairman, the two former urging that it would be better to allow Hon. Mr. Hazen to resign voluntarily rather than at the request of his constituents, as such a procedure would form a stronger protest on his part.

The second resolution was replaced by another, moved by Mr. Pidgeon and seconded by W. E. Foster, reading as follows:

"RESOLVED, THAT A DELEGATION OF TWENTY OF THE MOST PROMINENT CITIZENS OF ST. JOHN, REGARDLESS OF THEIR POLITICAL LEANINGS, BE SELECTED BY THIS MEETING TO PROCEED TO OTTAWA FORTHWITH AND TO DEMAND FROM THE GOVERNMENT THAT NO DISCRIMINATION BE SHOWN AGAINST ST. JOHN AND THAT NONE BUT THE REGULAR PASSENGER AND FREIGHT RATES BE GRANTED BY THE I. C. R. TO THE C. P. R."

In a cheering mass meeting last evening the citizens of St. John unanimously demanded justice at the hands of the Borden government and the C. P. R.

They want—and quickly—a reversal of the deal by which the I. C. R. is being used by the government to divert the four big C. P. R. and Allan mail steamers to Halifax. These ships must come to St. John as first scheduled. It is expected that Hon. Mr. Hazen will resign if this matter of plain justice to St. John is not arranged at once.

Telegrams read last evening from Mr. Hazen—and a weak letter—admitted on the authority of General Manager Gutelius, of the I. C. R., that the government road had made a special dicker for hauling C. P. R. freight and passengers to Halifax and that this alone made it possible to direct the four big mail ships from St. John to that port.

That this wrong must be undone was the resolute verdict of last night's meeting.

A big delegation is to be sent at once to Ottawa to demand a square deal.

Prominent Conservatives led last evening's ringing denunciation of the injustice done this port, predicted a political revolution unless the Halifax deal is reversed, and predicted a split in the party and the downfall of the Minister of Marine unless St. John gets its full rights. Naturally the Conservatives had the laboring oar, but the Liberals were there in force also to stand up for St. John.

The citizens practically took the matter out of the hands of the Board of Trade by appearing in such numbers at the board rooms in Prince Wililam street at 8 o'clock that an adjournment to the Nickel Theatre was necessary. At 8.30 the theatre was thronged.

The speech that brought down the house was that of a Conservative—D. F. Pidgeon—who offered a resolution that Mr. Hazen should demand full justice for St. John and resign promptly if it was not forthcoming. Other Conservative speakers got aboard the band wagon with emphasis.

A detailed account of the resolutions, telegrams, letters and speeches following here, will indicate how thoroughly the community is aroused, and how determined the city is, irrespective of politics, to get a square deal or demonstrate how St. John can resent injustice, wrong and comercially disastrous discrimination at the hands of the powers that be.

The Situation Explained.

J. M. Robinson, president of the Board of Trade, after calling the meeting to order said:

"It is not necessary to make many remarks to explain why this meeting was called. You all know that the sailings of the mail steamers which we expected were to be made from this port bid fair to go amiss. As soon as we learned of the way things were going the Board of Trade took the matter into consideration and finally decided to call this meeting. Previous to this we had got in touch with Mr. Hazen by letter and told him that the people of St. John were greatly disappointed with the way things were going and today I received in reply the following letter:

October 4, 1913.

"Dear Mr. Robinson:

"I am in receipt of yours of the 3rd inst.

"I have been very much surprised that the C. P. R. have decided to send the Empresses to Halifax, and can understand the expressions of disappointment that have been given utterance to. The feeling, however, that undue influence has been used to force the shipping people to this action is absolutely and entirely without any foundation whatever. They are perfectly free agents in the matter. The contract entered into was along the lines which St. John has wanted for so many years, namely, that mails should be delivered to the ships either at Halifax or St. John and that they should be at liberty to use whichever port they pleased.

"I am more than surprised at the action in view of the statement attributed to Sir Thomas Shaughnessy to the effect that the Empresses would not call at Halifax at all had they not been compelled to do so. It was unfortunate that when a contract has been entered into in exactly the terms and conditions the people of St. John have so long desired that the result should not have been more satisfactory.

"Sir Thomas Shaughnessy wired me yesterday that the Victorian and the Virginian together with all the other Allan and C. P. R. steamers would go direct from St. John, and that that would be all the steamers that the port could possibly accommodate.

"Yours very truly,

(Signed) "J. D. HAZEN."

"Today at noon the council of the Board of Trade met to decide what further action would be necessary and at the close of the meeting a telegram was sent to Mr. Hazen reading as follows:

St. John, N. B.

October 6, 1913.

"Hon. J. D. Hazen, Minister of Marine and Fisheries, Ottawa:

"For information of public meeting to be held tonight please wire President Board of Trade today advising if any concessions have been made or promised by the government or by the Intercolonial to the Canadian Pacific Railway and or the Allans tending to influence or assist the steamers of their Liverpool mail service to terminate the service at Halifax.

(Signed) "J. M. Robinson, W. H. Thorne, F. B. Ellis, L. P. D. Tilley, C. W. Hallamore, H. C. Schofield, J. A. Likely, A. E. Massie, J. B. M. Baxter, W. E. Foster, P. W. Thomson, J. Hunter White."

"About half an hour ago I received a reply reading as follows:

"J. M. Robinson, President Board of Trade, St. John:

"Have just received a telegram from F. P. Gutelius, Moncton, as follows: 'Our arrangement with C. P. R. provides that we haul, with our engines and crews, their freight and passengers between St. John and their Empresses, Britain and Ireland, and Calgarian and Alsatian, of the Allan line, Halifax, in solid trains at fixed rates per train. None of our other traffic arrangements with C. P. R. interfered with.'

(Signed) "J. D. HAZEN."

"This is a matter of serious import not only to St. John but to the whole province. It means the loss of twenty-one steamers and forty-two cargoes, making a difference which we as merchants and business men can hardly realize and which we cannot afford to lose.

"There is no partizanship or political feeling in this matter. We are only asking the men of St. John to stand up and present a solid front for the good of the city. (Applause).

"It is a matter in which we must stand shoulder to shoulder. If undue influence has been used we should learn what that influence is and, with regard to the arrangement between the I. C. R. and the C. P. R., we should learn what are the fixed rates which are to be paid on this traffic."

Great applause greeted the close of Mr. Robinson's speech.

Hon. Mr. Pugsley's Letter.

The following letter from Hon. William Pugsley was then read by Mr. Robinson:

"J. M. Robinson, President of the Board of Trade, St. John.

"Dear Sir:

"For reasons which I have mentioned to you, and which seemed to commend themselves to your judgment, I think it is perhaps as well that I, being the representative of this city in parliament, should abstain from taking part in the meeting of the board of trade to be held this evening.

"Whatever action is taken should be thoroughly non-partizan in its character, and such as to show that the people of St. John are, irrespective of party, prepared to unite in making every effort possible to prevent the injustice which is now threatened, being done to our city.

"If I might venture to make a suggestion, it would be that a large delegation of, say, twenty prominent business men should be selected to proceed to Ottawa to confer with the minister of marine and fisheries, the prime minister, and other members of the government.

"It seems to me that the case of the city for redress is so unanswerable that a personal interview must be productive of good results.

"I am,

"Yours very truly,

(Signed) "WILLIAM PUGSLEY."

Senator Thorne.

Senator Thorne was then called upon by the chairman and, when the applause which followed his appearance had died away, Senator Thorne said: "You have heard what the chairman has said regarding the change in the plans of the C. P. R. for their mail steamers during the coming winter. We have given the matter the most careful consideration and have prepared this resolution which, I think, covers the matter.

"Before moving it I would like to draw your attention to a few matters relevant to it. Many years ago it was regarded by many as the proper policy that the cargoes for the Atlantic steamers should be handled at St. John and the mails at Halifax. Conditions have changed since then and recently we were led to believe that an open door was to be provided for the transportation of mails through the port which was found most suitable. The C. P. R. had expressed their desire to send their mail steamers direct from St. John and we wished to see them do so.

"You are all aware that the C. P. R. controls the Allan line and when the announcement was made that this winter the C. P. R. mail steamers would direct to St. John and the Allan liners carrying the mails would stop at Halifax we were well satisfied, as this would give the C. P. R. an opportunity to show that St. John is as good a port for the mail steamers as Halifax, if not better." (Applause.)

"For some reason a change has been made and we want to know why. (Hear, hear.) Why has the C. P. R. suddenly decided to send all their mail steamers to Halifax without even calling at St. John, to the detriment of this port? They showed their preference for this port and the change must have been due to some outside influence or some unwarranted concessions which amount to a serious discrimination against St. John and against which we are bound to protest. What right has anyone to allow this discrimination against St. John when the C. P. R. had fully decided to make their mail sailings from this city and thus test the merits of the rival ports?" (Great applause.)

Senator Thorne's Resolution.

Senator Thorne then moved the following resolution:

"Whereas the board recently learned with pleasure of the decision of the Dominion government to deliver mails to the steamships either at St. John or Halifax, as might be selected by the companies interested in the mail contracts, and felt that by the adoption of this policy the city of St. John would receive fair and adequate treatment upon its merits as a port; and

"Whereas, more recently the city was gratified by the announcement that in the published list of the sailings of that line, the Canadian Pacific Railway intended to make St. John its only port of arrival and departure; and

"Whereas, to the great disappointment of the people of this city it now appears that neither the Empresses, of the Canadian Pacific steamship lines, nor the Alsatian nor the Calgarian, of the Allan line, will use the port of St. John during the coming winter; and

"Whereas, it appears to this board that this change on the part of the companies has not been effected without the aid of specially favorable arrangements with the Intercolonial Railway for carrying the cargoes of the mail steamers past the port of St. John to that of Halifax;

"Therefore resolved, that, in the opinion of this board of trade and the people of St. John, it is imperatively necessary in justice to the port of St. John that the open door which the government offered shall be an open door in fact as well as in name and that any special consideration which may have been made discriminating against the port of St. John shall be at once withdrawn; and

"Further resolved, that the Hon. J. D. Hazen be requested to exert every possible effort to obtain justice for the port of St. John."

Senator Daniel.

Senator Daniel then arose to second the resolution and was heartily received. He said: "I do not know that I can add anything to what has been said but I take great pleasure in associating myself with the resolution which has just been moved.

"The important part of it is that we had been led to believe that there would really be an open door and we are sufficiently a sporting community to take our chances with any rival port, provided there is nothing underhand to militate against us.

"But we learn tonight that the I. C. R. is to carry C. P. R. freight and passengers at special rates, or for nothing for all we know, and we have a right to protest against such an arrangement. It is a real grievance and I feel that we have a right to go to the government and ask that the concessions to the C. P. R. be withdrawn and in making this claim we will stand on solid ground.

"The president has said that the loss of the mail steamers would result in a large loss of business. That is not my information. In company with C. B. Lockhart I made a round of the steamship offices this afternoon and learned that, while last year we had 104 sailings, this year we will have about 108.

"But the important feature of this new arrangement is that it means a blow to the prestige of this port and I hope and trust that the protest which you are making tonight will have the effect of causing the repeal of the discriminatory arrangements." (Applause.)

Mayor Frink.

Mayor Frink, following, said: "This is not a time for fiery declamation. It is a situation to be dealt with calmly and dispassionately.

"Before going further I wish to say emphatically that I am in sympathy with the resolution now before the meeting.

"Only a few weeks ago the announcement was made that the mail steamers would have their choice betweenthe two ports. I said then that we were satisfied. If the companies decided to go to Halifax we could take our medicine. If they decided to come to St. John, well and good.

"They decided to come to St. John, but almost immediately this decision was changed. Even though the change was made we need not feel that our port has suffered any loss of prestige, for the first decision was their own and we have shown the world that, when the C. P. R. had the chance to choose, St. John was chosen.

"When the choice was made and Halifax found that none of either the C. P. R. or Allan line mail boats were to call at their port this seemed intolerable to them and they did what we would have done and asked their representative in parliament, who is the prime minister of Canada, what he was going to do about it. Although the statement is made that the government had nothing to do with the change I leave you to form your own opinion on that."

A voice—"We need more than a grain of salt for that."

His worship continued: "When I was in Montreal recently I had a talk with the vice-president of the C. P. R. but nothing was said of this change. I did not ask anything about the sailings for I knew the C. P. R. had announced that they were to bring all their steamers to St. John and that, in order to provide for all the steamers we had left the berth arrangements open so that every steamer could be provided for as it came along.

"During the afternoon some one told me that Halifax was protesting against the mail arrangements, but I thought nothing of it until I arrived in St. John next day and found in the morning papers the announcement that none of the mail steamers were to come to this port.

"I do not think now that we can expect to get all the mail sailings which had been promised in the first place, but we do expect to get some of them. We are not hoggish and I think St. John would be satisfied if we should get the Empresses. (From the audience: 'They are the boats we want') or the Allan liners in order that there would be a comparison of the merits of the two ports. If that were arranged and the present arrangement is only tentative, as Sir Thomas Shaughnessy has said, we could expect to do better later on.

"In the meantime this city should be fully informed regarding the traffic arrangements between the C. P. R. and the I. C. R., and this is information to which we are entitled." (Applause.)

The chairman then declared the meeting open and John H. Brayley, a clerk in the I. C. R., arose and spoke strongly in favor of the protest saying that Halifax was welcome to all the traffic the port could get as long as it was not secured by any unfair concessions on the government road.

W. M. Jarvis.

The chairman then called upon W. M. Jarvis, who spoke as follows:

"Let us take this question away from its relation to St. John and Halifax and consider it effect upon all of Canada.

"Ten years ago, while I was president of the Board of Trade, the Allans proposed to leave St. John out and stop at Halifax. We were told by Blair that nothing would be done without consulting St. John, but some time later the Allans secured an agreement, permitting them to go to Halifax.

"The next spring I saw Hugh Allan at Halifax and I asked him what was the result of the experiment. He said it had cost them $30,000 and they would never do it again.

"If it cost the Allans $30,000 that winter (and that without any running rights over the I. C. R.) what is it going to cost to stop all boats at Halifax, and where will the cost fall? Will it not be upon all the people of Canada and does not that make it a national question?

"I have always said, 'Give Halifax a fair chance,' but I cannot approve of an arrangement that will give Halifax an unfair advantage at the expense of all the rest of Canada. (Applause.)

In response to repeated calls D. F. Pidgeon was invited to the platform and was given a warm reception by the gathering. In his vigorous style he commenced: "I do not think I would be a worthy citizen if I did not take advantage of this opportunity you have given me to say what I think of the mail steamer arrangement.

"The previous speakers have discussed the matter dispassionately; perhaps a little too much so. (Hear, hear.)

"We have one asset in St. John of which we are proud and that is our harbor and its advantageous geographical position for handling the mails and passengers as well as freight. The winter port has been our pet hobby. Since 1896 we have had an uphill fight and for many years without much help. We poured out the contents of the city exchequer while our sister city sat back and did nothing. For years we paid out interest to the extent of $200,000 a year and it is only lately that the wharves have been nearly self-sustaining. For all this time the wharves have been used almost exclusively by the C. P. R. and during that period there was no other port asking for their business on similar terms. But now that we are beginning to assume our rightful position as a national port they want to rob us of the fruits of our labors and our expenditures.

"They say that we have not sufficient facilities, but nobody knew better the exact limit of our facilities than did the officials of the C. P. R. when the thirty-eight direct sailings of the C. P. R. and Allan lines to and from St. John were arranged. Now they take the Empresses, the Calgarian and the Alsatian away from us and give lack of facilities as an excuse. This was not necessary last year and I defy any man to say that one of the Empresses steamers was delayed as much as five minutes. (Hear, hear.)

"We are to lose these mail steamers and what is the reason? Mr. Gutelius, the new general manager of the I. C. R. recently raised the rates of freight which are paid by the patrons of the road all along the I. C. R. line thirty to forty per cent to give the surplus to a private corporation in the form of special concessions.

"We are not hoggish when we only ask for what we ought to have. I, for one, am not magnamious enough to say that we should be sontent with only half of the mail sailings. (Hear, hear.)

No Right to Do It.

"What right has any government (and I am supporter of the government which has done this) to use the I. C. R. to discriminate against St. John? (Cries of "No right—none at all.")

"We have heard of a congestion of traffic at this port last winter, but the only time that the port was at all congested was in March when all the lines were making an effort to rush their sailings to clean up the last of the winter business.

Mr. Pidgeon's Resolution.

"Let us look this question squarely in the face and I believe we will find it even more serious than any of the previous speakers has said. (Applause.) The only fault I have to find with the resolution is that it is not strong enough and I want to move an amendment as follows:

"Resolved that a delegation of twenty of the most prominent citizens of St. John, irrespective of politics, be selected by this meeting to proceed forthwith to Ottawa and to demand from the government that no discrimination be shown against St. John, and that none but the regular passenger and freight rates be granted by the I. C. R. to the C. P. R.

"That our own representative in the Dominion cabinet be asked to show that he is willing to stand shoulder to shoulder with the citizens of St. John in maintaining their rights and demanding that justice be done to St. John, and that

"Failing a successful result, he show his sympathy with our demands by tendering his resignation as a member of the government."

T'was Both.

Tumultuous cheering and aplause followed the reading of this resolution and Mr. Pidgeon remarked: "I don't know whether that is Liberal or Conservative aplause," which was anawered by loud cries of "Both."

Mr. Hazen's Fate.

"I believe that this is the proper course in the interests of our city. I am a Conservative, but I put the interests of our city ahead of the party, and I want to say that I believe that at this time the fate of the Conservative party in this city, and the fate of Mr. Hazen as our represetnative depend upon our success in securing our demands."

At the conclusion of his speech the audience showed their approval of the stand he had taken in a most unmistakable manner, the applause being followed by three cheers for Mr. Pidgeon.

The chairman suggested that Mr. Pidgeon put his suggestion in the form of a new resolution after the first had been passed, and to this the mover agreed.

L. P. D. Tilley.

L. P. D. Tilley was the next speaker. He said:

"I hold in my hand tonight a paper that I ran across this afternoon, a copy of the Halifax Herald, which says in big headlines, 'Let the best port win in the race for the mails. Two steamers a week will show our superiority to St. John. If Halifax shows her superiority, we will have a right to the exclusive service, but if St. John shows her superiority, let her have the service.'

"The Herald says: 'Halifax is prepared to fight the matter out on an equal footing.' That is all St. John asks, and is it not well known that the C. P. R. officials claim that they can run a direct service from Liverpool to St. John and land mails west of Montreal at least twelve hours earlier than via Halifax.

"When the government decided to have an open door, the C. P. R. said that they would sail to and from St. John direct. I do not object to Halifax getting all they can, as long as they get it on equal terms. If the Allan liners had been allowed to stop at Halifax, and the Empresses were brought to St. John, there would have been no dissatisfaction. But we find that influence was brought to bear to give Halifax an unfair advantage. I am not a Liberal, but I am man enough to demand from our government that this wrong be righted, and righted at once.

"I have received a list of the number of steamer sailings for this season and last from the different steamship offices in the city which shows that there will be no more congestion this year with the additional berths which we will have The list follows:

	1912-13.	1913-14
Manchester line	14	14
Head line	9	12
Donaldson line	15	23
Australia boats	5	5 or 6
Naples and Trieste	1	0
Furness line	11	10
South Africa	6	5 or 6
Allan line	27	22*
C. P. R. line	36	32
	124	115

*Estimated.

In closing, Mr. Tilley said: "Our city stands supreme above everything else, and it gives me great pleasure to support the resolution moved by Senator Thorne." (Applause).

Recorder Baxter.

Recorder J. B. M. Baxter, M. P. P., who was the next speaker, said:

"There is very little left for the individual to say. The community has taken this stand and if some of us do not want to talk long this evening it is because we have already spent several hours today securing information and statistics to make our case invulnerable.

"We are all united on the question of the Empress sailings and we may already assume that that question will settle itself. It must or (and here the speaker advanced to the footlights with an impressive gesture) there will be a mighty big split in the Conservative party in the maritime provinces." (Cheers.)

"One thing more. Sir Thomas Shaughnessy has said that his company preferred St. John, but if the C. P. R. did not ask for the concessions which we are discussing the government would not have given them. I am not going to see this city taxed to supply facilities for a private corporation and then see the fruits of our labor flung back in our faces.

"There are no facilities! Starting in 1892 we put up the money to build wharves and warehouses but from that day to this the C. P. R. has done nothing but complain that we did not do this or we did not do that for them.

"If they want forty acres in St. John they get it, but they would not bind

(Continued on page 8, fifth column.)