

City Will Fight For The Mail Steamers

Their Loss Would Be Serious Blow

HEARTY SUPPORT FOR PUBLIC MEETING ON MONDAY

Explanation of Sudden Change of Front Will Be Demanded—What Some Prominent Citizens Say

Ottawa, Oct. 3—There has been a good deal of speculation as to the object of Sir Thomas Shaughnessy's visit to Ottawa a week ago. It is now learned that he was summoned by Premier Borden in consequence of the announcement that the mail steamers would make direct trips this winter between St. John and Liverpool.

Premier Borden, who represents Halifax, received emphatic protest from his constituency against this side-tracking of Halifax.

Within a few days after the conference between the prime minister of Canada and the president of the C. P. R. it was announced that the largest of these Canadian Pacific line steamers and the largest steamers of the Allan line, which company now belongs to the C. P. R., would call at Halifax and omit the St. John call.

It is believed that in return for this change of steamship sailings the prime minister has given some undertaking favorable to the C. P. R. in connection with the Valley Railroad and running rights to Halifax over the Intercolonial.

The need of standing shoulder to shoulder to fight for the protection of St. John's interests in the matter of the mail steamer contracts has broken down political barriers in dealing with this important subject.

The call for a public meeting has been warmly welcomed by citizens of every shade of political opinion and the expressions regarding the matter leave no room for doubting that St. John will get its share of the mail service.

The opinions of some of the leading citizens follows:—

J. M. Robinson.

"I do not want to discuss the matter publicly in advance of the meeting which is to be held on Monday evening, but my action in calling a meeting of the board of trade to deal with the subject indicates my attitude regarding the

MEETING OF CITIZENS CALLED

ST. JOHN BOARD OF TRADE, SAINT JOHN, N. B., OCTOBER 3, 1913.

A MEETING OF ALL CITIZENS INTERESTED IN THE WELFARE OF ST. JOHN IS CALLED FOR MONDAY EVENING, 6TH INSTANT, AT EIGHT O'CLOCK, IN THE BOARD ROOMS, TO CONSIDER THE SERIOUS QUESTION OF THE MAIL STEAMSHIP CONTRACTS AS SET FORTH IN THE DAILY PAPERS.

THIS IS CERTAINLY THE TIME FOR UNITED ACTION FOR ST. JOHN, REGARDLESS OF POLITICS, AND WE EXPECT EVERY MEMBER TO BE PRESENT.

(SIGNED) J. M. ROBINSON PRESIDENT.

change in the sailing arrangements, although not as strongly as I might express it otherwise."

Mayor Frink.

"If the mail steamers are to stop at Halifax the great amount of freight which is required to fill these large steamers, in addition to the passenger and mails, must be carried by rail between St. John and Halifax. This would entail a tremendous additional expense to the steamers, and there is a general feeling that such an arrangement would not be possible unless there is some special traffic agreement between the steamship owners and the government railway which would amount to a discrimination against St. John."

R. B. Emerson.

"When my opinion was asked regarding the necessity of calling a public meeting to take action regarding the change in the plans for the mail steamer sailings I thoroughly approved of the suggestion and I am strongly in favor of an effort being made to secure a re-adjustment of the sailings. Every citizen profits directly or indirectly by the business arising from the steamers making St. John their terminus, and the loss of the four largest vessels to this port is a serious matter. We have always understood that the mail steamers would make St. John their terminus if the decision was left to the management of the lines, and it is hard to believe that the companies have changed their minds regarding the advantage of this port so suddenly."

W. M. Jarvis.

"It is only natural that the people of St. John should feel surprised and I would

heartily support any steps which may be taken to have the sailing arrangements of the mail steamers reconsidered. I have always maintained that Halifax and St. John should both have equal advantages in their efforts to provide an outlet for the trade of the country, but there is no reason why St. John should be sacrificed to suit any other port. This city has had to fight for its rights in the past and has only progressed when the citizens stood shoulder to shoulder irrespective of political affiliations. When the C. P. R. line through New Brunswick was being built the local Conservatives found it necessary to join forces with the opposition to prevent St. John being side-tracked. I well remember the indignation meeting in the board of trade rooms addressed by such staunch Conservatives as the late Hon. John Boyd and C. H. Fairweather, when it was proposed to divert the line from Fredericton Junction to Salisbury and side-track St. John. The protest succeeded and there is every reason why a similar protest should be made now."

James F. Robertson.

"The C. P. R. has always expressed its desire to make St. John its mail port, and now that the opportunity has been given and they are not taking advantage of it the people of St. John have the

right to ask why not. If there is any good reason for the steamers stopping at Halifax the city should be informed of it, and if there is no steps should be taken to learn what influence has been brought to bear upon the two companies to force them to adopt Halifax as the terminus for their mail steamers. Apart from the money lost to this city, the decision is a serious blow to the prestige of the port and St. John should not rest until the matter is remedied or satisfactory explanations why the steamers cannot come to this port are given."

The Commissioners.

"The main thing is to find out why the change of front was made so suddenly by the steamship companies after a statement had been published that the C. P. R. and Allan lines would bring their mail boats directly to St. John. I think St. John should have every chance to demonstrate its utility as a mail port."

Commissioner McLellan.—"I would rather not say anything about the matter at present."

Commissioner Agar.—"Every one is agreed that we want as much business here as we can get. We have, however, got a much greater share of business in the port of St. John than we had anticipated some years ago, and we cannot ignore the fact that Halifax is a port of national importance, apart from the political influence it wields, and I do not think we ought to be feverishly alarmed that some of the shipping should go there. St. John has always preached that the two ports should have equal chances. There will be enough business for both."

"It looks like a political game, but I do not think St. John should be too greedy. The city has always taken the stand of leaving the matter open to the steamship companies, on the ground that there is enough business for both ports. Having one Allan line mail boat weekly should demonstrate how St. John is capable of handling the mail service. As it is, we have so much freight to handle here that I do not think we should grudge Halifax the mail service. Still, if two new wharves had been completed, I think there is no question but that the C. P. R. and Allan line boats would have stuck to their decision of coming to St. John. What is difficult to explain is how the C. P. R. will find it a paying proposition to haul the freight of their Express boats over an extra distance of 275 miles."

John Keele.

"It is certainly a very bad thing for St. John that it should be robbed in this way. The city has done a great deal for the development and equipment of the port and it is most unfortunate when we are about to realize on our investment, that an unexpected influence should be brought to bear to prevent the C. P. R. from carrying out their original and expressed intention of making St. John its passenger and mail port."

"It is certainly a strange influence that has caused the steamship companies to make such an unexpected change. A good deal of time was taken to arrange the sailings of the mail steamers to this port, and practically in one night, the calamitous change was made."

George E. Barbour.

"It seems too bad that we should lose the mail steamers, especially the Empresses, the most important, and which have been running here ever since they were placed in the service. I hope the citizens will put up an awful howl. The fact that the steamship companies had arranged sailings to this port, and then the whole plan was upset in one night, seems to indicate that a concealed pressure was brought to bear."

William Hawker.

"I am very much in sympathy with the effort which is being made to secure the mail sailings which had been promised for this port. We cannot be certain that anything will be accomplished but it would be a great mistake to suffer this loss without making an effort to secure the steamers or to defend the reputation of the port which will suffer as a result of such a change."

F. W. Daniel.

"I think it is time the needs of St. John were taken out of politics."

Postmaster Sears.

"You may put me down as being absolutely sure all the boats of all the lines, including the Allan lines and the C. P. R. Empresses, will come to St. John. This talk of them going to Halifax is the same that breaks out every year. There's nothing in it but newspaper gossip. Watch and see if I'm not right!"

Quarstein.

Let me not lie, self-satisfied, content, A marsh with waters, miser-like, unspent; Rather, a torrent, fling myself away, To end, perchance, a rainbow in the sky, —Mary Eleanor Roberts in October Lippincott's.

LOOK—AEROPLANE RIDES FOR CHILDREN NO HARM AND JUST HEAPS OF THRILLS



How would Canadian boys and girls like to ride in a real aeroplane in the amusement parks instead of on the merry-go-round? They may be doing it very soon, and that with perfect safety, too. Over in France this new sport for children has taken quite a hold, and the big pleasure resorts of England are taking up the idea. The machine pictured here will seat six children and is guaranteed not to fly more than one foot from the ground, but it is sure-enough flying.

CALNAN-BRENNAN.—A nuptial event of much interest took place on Tuesday morning in the Church of the Holy Family in Bathurst Village, when Miss Gertrude Brennan was united in marriage to James Calnan, a popular foreman of the Intercolonial Railway. The ceremony was performed by Mon-

NEW U. S. TARIFF SIGNED YESTERDAY

Washington, Oct. 3—Surrounded by the leaders of a united democracy, President Wilson signed the Underwood-Simmons tariff bill at 8.08 o'clock night at the White House. Simultaneously telegrams were sent to collectors throughout the country by the treasury department putting into operation the first Democratic tariff vision since 1894.

A happy group of legislators, members of the cabinet, and friends, circled the president as he smilingly down, slowly affixed his signature to two gold pens. He presented to Representative Underwood the pen that he written the word "Woodrow" and the one which had completed his name to Senator Simmons, both of whom bowed their appreciation.

In impressive silence the president rose and delivered in easy natural tones an extemporaneous speech that brought prolonged applause.

The president declared that the journey of the legislative accomplishment had only been partly completed, that great service had been done for the rank and file of the country, but the second step in the emancipation of business was currency reform. He earnestly called upon his colleagues to "carry the rest of the journey" with fresh impulse.

In the Mississippi River has been found a cedar bough buried under 21 feet of rock deposits. The geologists figure that the wood has been there at least 6000 years.

Wanted!

Perfectly healthy men and women who will voluntarily submit to an experiment which may lead to temporary or permanent impairment of health, or possible death.

This experiment to be conducted with the drug, "caffeine," in tea and coffee.

Would You Apply for the Job?

Thousands are trying the experiment every day in spite of the fact that physicians and government experts have proven:

That the average cup of tea or coffee contains from 1 1/2 to 3 grs. of caffeine;

That caffeine is attributed to be one of the principal causes of headache, biliousness, heart disease, indigestion and kidney, liver and bowel trouble;

That caffeine in doses as small as that contained in two or three average cups of tea or coffee has killed rabbits, guinea pigs and other animals in laboratory tests.

To be sure a guinea pig or a rabbit may weigh but a pound or two, while the average human may weigh 100 times as much.

A few cups of tea or coffee or a single cup (according to the resistance of the individual) will not kill, but the poison is there and can be added to day by day.

That's why so many tea and coffee drinkers suffer from headache, dizziness, indigestion and other symptoms referable to the poison effect on heart, liver, nerves, kidneys and stomach. If you know tea and coffee have no bad effect in your particular case and you like them, why, bless your heart, stick to them, but if tea and coffee drinking leaves a tell-tale mark by some symptoms of physical discomfort or peace of mind, it's a good idea to stop and use

POSTUM

This pure food-beverage, made of prime wheat and the juice of sugar-cane, makes a rich, seal-brown blend, turning to golden-brown when cream is added, which has a rich, snappy taste, but is absolutely free from the drug, "caffeine," in tea and coffee.

Postum comes in two forms. One, called Regular Postum, must be boiled full 15 minutes.

The other, Instant Postum, is in powder form and a level teaspoonful in a cup of hot water makes the beverage instantly. Grocers keep both kinds.

"There's a Reason" for POSTUM

Canadian Postum Cereal Co., Ltd., Windsor, Ont.

Made in Canada

BAKER'S COCOA
HAS STERLING MERIT

It is made from carefully selected high-grade cocoa beans, skillfully blended, prepared by a perfect mechanical process, without the use of chemicals or dyes. It contains no added potash, POSSESSES A DELICIOUS NATURAL FLAVOR AND IS OF GREAT FOOD VALUE.

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